



# Hongkong Daily Press.

ESTABLISHED 1857.

GENUINE  
1865  
BRANDY.  
\$42.00 PER DOZ.  
H. PRICE & CO.  
12, QUEEN'S ROAD.

No. 13,497 號柒十玖百肆千叁萬壹第 日式初月伍年柒十二緒光

HONGKONG, MONDAY, JUNE 17TH, 1901.

壹年禮 號柒十月陸年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

## WATSON'S "B" COGNAC BRANDY.

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents,  
SIEMSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER  
& CO.'S  
PRICE \$10.75 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	NIGHT CARS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.	8.45 p.m. to 9.00 p.m. ... Every 1 hour.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.	9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.	9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.	10.00 a.m. to 11.00 a.m. ... Every 10 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.	11.00 a.m. to 12.00 p.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.	12.00 p.m. to 1.00 p.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.	1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
11.00 a.m. to 12.00 p.m. ... Every 10 minutes.	5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.	6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.	7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.	
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.	
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.	
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.	
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.	
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.	
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.	
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.	
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.	
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.	
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.	
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.	

SATURDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Estab-  
lishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

MCKIRDY & CO.  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.  
\$3.50 per Cask of 375 lbs net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at East Point at  
Moderate Rates.  
WM. PARLANE,  
Manager.  
Hongkong, 17th February, 1899.

## THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

## SPECIALITIES

AYALA CHAMPAGNE, EXTRA QUALITY.  
This is one of the most Popular Brands in London. Supplied to ALL the principal  
Clubs and Hotels. 2 Doz. Pints. 1 Doz. Quarts.  
PRICE... \$42.00 \$40.00

ROUSSILLON CHAMPAGNE. RESERVE CUVÉE.  
The Favourite Brand in NAVAL and MILITARY Messes.  
2 Doz. Pints. 1 Doz. Quarts.  
PRICE... \$35.00 \$35.00

"DRY ROYAL" SAUMUR.  
A most delicious Sparkling wine and extremely moderate in price.  
2 Doz. Pints. 1 Doz. Quarts.  
PRICE... \$23.00 \$21.00

BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS  
This splendid and well-known Whisky has one of the Largest Sales in England and the  
Colonies. It is wonderfully MELLOW and WELL MATURED.  
PRICE—Per Doz. \$16.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO. [38]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.  
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.  
Less old than the above.

THE ELITE OF WHISKY—  
THE "PALL MALL,"

\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY, D.O.M.,  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE  
AGENTS—SIEMSEN & CO., HONGKONG. [347]

BENEDICTINE LIQUEUR—  
D.O.M.,  
\$39.75 PER DOZ.

WATKINS' CROWN BRAND.  
UNSURPASSABLE FOR PURITY AND  
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

## WATKINS, LIMITED.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [445]

## AQUARIUS.

SPARKING MINERAL TABLE WATER.  
Is made from Pure Treble-Distilled Water, which fact renders it  
impossible for it to contain any impurities of any nature, whatsoever, and it  
has the additional advantage of mixing freely with WINE and SPIRITS without in any  
way destroying their character.

SOLE AGENTS—  
CALDBECK, MACGREGOR & CO.  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road, Hongkong, 11th June, 1901.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.  
SIEMSEN & CO.  
SOLE AGENTS.

## W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS  
EX ENGLISH MAIL.

Cassell's Academy Pictures—to be Com-  
plete in 5 Parts—Part I. ... \$3.50  
Navy and Army Illustrated, Vol. XI. ... 10.00  
Siege of Peking, Legations, by Rev.  
Roland Allen ... 4.50  
Queen's Number of The Sphere ... 3.00  
Pro Patria, by Max Pemberton ... 1.50  
Memorial Prayer Book ... 1.25  
Lyberty, by Rider Haggard ... 1.50  
China's Only Hope, by Chan Chi Tung ... 1.50  
Babe the Impassible, by Sarah Grand ... 19.00  
Dues and Charges Foreign Ports, &c. ... 4.50  
Know Your Own Ship ... 13.00  
Marine Engineering, by Sexton ... 2.25  
Elementary Steam Engine, by Jameson ... 6.50  
Dictionary of Medicine, by Thompson ... 1.50  
Pocket Atlas of the World ... 2.25  
Chinamen at Home, by Thos. G. Selby ... 0.70  
Pears' Marvellous Cyclopaedia ... 0.70

## COTTAM & CO.

HONGKONG HOTEL BUILDINGS.  
CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.  
A FULL STOCK OF  
TENNIS SHIRTS, DAY SHIRTS and SINGLETs.

## KELLY & WALSH, LD.

NEW BOOKS.  
The English Turf: a Record of Horses  
and Courses, by C. Richardson ... \$9.00  
Queen's Victoria, 1819-1901, by R. H.  
Holmes ... 3/6  
Travels, by Emile Zola ... 1.90  
Work (Travels), by E. Zola, Translated  
by E. A. Vizetelly ... 2.25  
Malaria, by A. Colla ... 6.50  
The People of China, by J. W. Robertson-  
Scott ... 2.25  
Hon. England Saved Europe: The Story  
of the Great War (1793-1815), by W.  
H. Fitchett, B.A., 4 vols. ... 8.00  
Practical Electrical Testing in Physics  
and Electrical Engineering, by G.  
D. A. Parr ... 5.00  
Practical Military Sketching, by C. F.  
Vander-Byl ... 2.25  
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Fighting, by Capt. W. Edgeworth-  
Johnston ... 1.75  
The Hosts of the Lord, by Flora A. Steel ... 1.50  
The Silver Shell, by S. E. Crockett ... 1.50  
Lyberty, by H. Rider Haggard ... 1.50  
Little Anna Mart, by S. E. Crockett ... 1.50  
The Golden Wang-Ho, by Fergus Hume ... 1.50

SANDOW'S DEVELOPERS and GRIP  
DUMB-BELLS.

## BRANDIES.

OTARD, DUPUY & CO., 1848  
"V.S.O.P." ... \$7.00  
"THREE STARS" ... 4.00  
"ONE STAR" ... 2.50  
J. & F. MARTELL, THREE STARS ... 1.75  
EXSHARDES No. 1 ... 2.50  
J. HENNESSY & CO. (Bottled in Cognac), THREE STARS ... 1.75  
EDMOND MARTELL & SANGE ... 1.50  
FAMOND (GREY & CO.) ... 1.00  
NATIONAL COMPANY, LIMITED ... 0.50  
COOKING BRANDY ... 0.50

Apply to—  
G. GIRAULT.

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
UNITED ASBESTOS COMPANY, LTD., LONDON.  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on  
Piston and Valve Rods; and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS SUPPLIED TO H. M. and other FOREIGN NAVIES.  
ASBESTOS "BALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR, and  
FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.  
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... THOMAS SKINNER.  
Superintendent ... ARCHIBALD RITCHIE.  
DODWELL & CO., LIMITED, General Manager

## WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,  
GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.  
Hongkong, 25th July, 1900.

## "BOA VISTA" HOTEL, MACAO.

THE most healthy place in South China.  
Macao is 40 miles West of Hongkong, and  
the trip is made each day (Sundays excepted) by  
the Steamer "HUANGSHAN," Capt. W. E.  
CLARKE, leaving Hongkong at 2 p.m., or  
according to Schedule, and Macao at 7.30 a.m.  
Connection made at Macao with Company's  
Steamer to and from Canton.  
Cable Address—"Boavista."  
CLARKE & CO.,  
Proprietors.  
For Terms, apply to  
MANAGER.

## THE HONGKONG PASSENGER'S TRANSFER CO.

20, LEE YUEN STREET EAST.  
ACCEPTS ORDERS to TRANSFER  
BAGGAGE to all parts of Hongkong,  
also from Ships to Shore and to Outgoing  
Vessels, thus saving Travellers all trouble and  
inconvenience. Our Launch meets all incoming  
Passenger Boats.  
W. H. G. MORDEY, Manager.  
Hongkong, 20th May, 1901.

## HING KEE HOTEL.

(ESTABLISHED 1873)  
MACAO.  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRATA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [1919]

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W. H. G. MORDEY, Manager.  
Hongkong, 20th May, 1901.

## INSURANCE

THE STANDARD LIFE OFFICE.  
(ESTABLISHED 1855).  
THE Standard is the only British Life Office  
having a Local Board of Directors in  
the Far East with full powers to accept pro-  
posals, issue Policies, pay Surrenders, and ad-  
vance loans ON THE SPOT WITHOUT RE-  
FERENCE HOME. All kinds of Life  
Assurance and Annuity Business transacted.  
For Rates and all Particulars, apply to  
DODWELL & CO., Ld., Agents.  
Hongkong, 12th February, 1901. [1-2488]

## HONGKONG HOTEL

A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.  
Wine, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor  
CHARGES MODERATE.

## THE PEAK HOTEL.

City Office: 7, Duddell Street. [905]  
HOTEL CRAIGIEBURN.  
PUNKEE'S GAP, The PEAK, near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [53]

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH. [51]

## THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.  
A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899. [52]

## KOWLOON HOTEL

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alloys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, Proprietor.  
J. H. DOWNS, Manager.  
Hongkong, 8th September, 1900. [1463]

## HING KEE HOTEL.

(ESTABLISHED 1873)  
MACAO.  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRATA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
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Telegraphic address "HINGKEE" [1919]

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BAGGAGE to all parts of Hongkong,  
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Vessels, thus saving Travellers all trouble and  
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W. H. G. MORDEY, Manager.  
Hongkong, 20th May, 1901.

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## INTIMATION.

A. S. WATSON &amp; CO.,

LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

STERILIZED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON &amp; CO.,

LIMITED,

THE HONGKONG DISPENSARY,

HONGKONG.

Hongkong, 31st May, 1901.

BIRTH.

On the 17th June, 1901, at Philadelphia, Pa., U.S.A., the wife of FRANCIS HATHAWAY HASKELL, of Shanghai, of a daughter.

DEATHS.

On the 14th June, at the Kennedy Town Hospital, JOHN BROWNELL, of Inverkeithing, Fifeshire, Scotland. [1881]

On the 9th June, 1901, at the General Hospital, Shanghai, FREDERICK HERBERT SAWYER, of the Imperial Bank of China, Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th June, 1901

That it would be better for all concerned that China should work out her own salvation is a sentiment in which all may agree, and the only question to the front is whether or not there is any evidence that there is enough vitality left in the body politic to recover from the shock of the past twelve months. If we examine into what has been the result of our occupation of Chihli, the same reply meets us from every side that, except in the spots actually garrisoned by the foreign troops, the state of disorganization of the country is far worse than before the occupation. This is not a reassuring statement, yet it is the plain fact, and one that affords much cause for reflection. That both sides are to blame is, we fear, indisputable; on the one side the foreigner has done many things that have not tended to raise him in the estimation of the inhabitants, and on the other the officials with whom we descended to treat were themselves too deeply involved in the continuance of abuses to desire to bring about any real understanding. While such was the character of the so-called peace envoys, the Court that they represented was equally suspicious of its self-appointed emissaries and of its people at large. Even before the palace coup d'état the breach between Peking and the provinces has been growing daily wider; the suppression of the Emperor and the reign of folly that succeeded served only to widen the breach; while our forced acceptance as a go-between of the ex-Viceroy LI HUNG-CHANG, who had lost the confidence of both sovereign and viceroys by his traitorous intrigues with Russia, only completed the confusion. It formed no part of Li's plan to bring about a reconciliation; a persona grata to no party, whichever came uppermost he had nothing to hope for, and his only prospect lay in preventing an understanding, and his entire energies have been devoted to this end. The Court and its surroundings had equally no desire to bring about a reconciliation,

and in this point alone it consistently worked with the arch intriguer. On the other hand the great viceroys were sincerely desirous for the restoration of order, and in this they were unexpectedly assisted by the Governor of Shantung, LIU KUNG-YI, openly declined to follow the reactionary party in its career of madness, and was sufficiently strong to engage in the cause of order his colleague in the Hu provinces; the Futai of Shensi, Manchou though he was, refused to have his province made a focus of disorder, and fortunately in the long run the newly appointed Viceroy of the two Kwangs, TAO MU, was sufficiently patriotic to follow the like course. On the one hand then we have the curious spectacle that the nominal government of the Empire is bent on carrying on to the end those principles of misgovernment that have reduced the state to its present condition, while the most powerful of the provincials are equally determined to maintain within their jurisdictions the universal principles of law and order. To a certain extent our Government has had the good sense to see this and act on it, and on the Yangtze at least has succeeded in maintaining a good understanding with the viceroys; but it pursued a like course in the north, there is some evidence that its efforts there might have been equally successful. It, however, preferred there to coquette with the elements of disorder; and the consequence is that after eight months of ineffectual effort, the man of its choice has proved the truth of the advice given, but rejected, and after leading it into the jaws of destruction has finally ended by plunging the state into even worse difficulties than it had to face at the beginning. If matters had gone no further than this, a little insistence would possibly have been efficient in bringing affairs to a conclusion, but the measures being taken to induce the return of the Court are unfortunately being made use of to bring about a reaction. Conscious of our failure when opposed to so accomplished a manipulator as Li we have gone into the other extreme, and left to him and the Court clique almost a free hand. Little indications from time to time indicate the line of policy intended to be pursued by these worthies. The Futai of Shensi who at the beginning declined to follow the example of the notorious YU HSIEH is only the first marked out for vengeance; and we studiously decline to interfere, and stand by while he is being made the subject of persecution. The Futai of Shensi as the weakest is only the first selected for vengeance. The appetite for crime increases with its enjoyment, and the victims are not intended to end with one martyr. No man has incurred so deeply as the Viceroy at Nanking the insatiable hatred of the Dowager Tsz'ui; she has been foiled so far, but she is not a woman to pause when the end is the destruction of an enemy who has stood in her way; and if we weakly permit this last reactionary effort to once gain headway, we shall have to answer before many months are past for a revival of the horrors of last June.

The Praya East Hotel has been placed in bounds to the garrison by the military authorities.

Sir John Carrington, Kt., C.M.G., leaves on Wednesday, 26th inst., for a three months' tour in Japan.

The resignation by Capt. G. H. Potts of his commission in the Hongkong Volunteer Corps has been accepted.

The meeting of those interested in the purchase of Australian water griffins will take place at Mr. Charter's office, at 5 p.m. to-day.

On the conclusion of the arguments in the special case of the Attorney-General, J. Jacques, which opened before Sir John Carrington, Chief Justice, at the Supreme Court on Friday, his Lordship intimated that he would give a written decision.

The return of stamp revenues during the months of May, 1900 and 1901, shows a decrease for the latter month of \$1,335.81. The chief items showing improvement were—Conveyance or assignment, \$1,533; bill of exchange or promissory note, \$602.11; broker's note, \$492.50; bill of lading, \$427.50. The main decreases were—Probate or letters of administration, \$3,798; and adhesive stamps, \$1,289.83.

Messrs. Vernon and Sayth write to point out that the first paragraph in their Share Report, reproduced in our issue of Saturday, should read:—A moderate business has been transacted during the week just brought to a close, and rates, with the exception of *Raubis*, which have suffered a severe decline, have been fairly well maintained throughout. The word "*Raubis*" was erroneously substituted for "*Raubis*."

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during May are certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	2,849,858	1,500,000
Hongkong and Shanghai Banking Corporation.	7,697,563	5,000,000
National Bank of China, Limited.	441,432	150,000
Total.	\$11,239,920	6,650,000

The issue of *Exequatur* to Mr. W. A. Raubis to act as American Consul-General at Hongkong is published in the *Gazette*.

The chartered transport *Muttra* and *Isa* are due at Hongkong from Calcutta on Tuesday, the 25th inst., en route for the North.

The French cruiser *Fréant*, Captain Adam, arrived in the harbour on Saturday morning from Amoy, which port she left on the 13th inst. The *Fréant* is a second class cruiser, having 24 guns, and a complement of 338.

The Court of Consuls sat last Tuesday at the American Consulate in Shanghai to hold an inquiry into the death of the French soldier who was killed during the fracas in Hongkong some little time ago. The sitting was held with closed doors.

H.M.S. *Kiasha*, formerly the *Pioneer*, arrived at Shanghai from Chungking on the morning of the 11th inst., having made an excellent passage all the way. She is under the command of Lieut. George B. Powell, R.N., Captain Plant assisting in the navigation.

A Bombay telegram of the 3rd inst., says:—Vast numbers of locusts are ravaging Baluchistan. It is proposed to defend Quetta by trenches and screens, leading the insects into huge pits. In the Bolan Pass the myriads of insects stopped the train, extra engines being required to restart it.

In spite of the early arrival of the French mail yesterday, the Post Office was as usual unable to cope with its work. After it had delivered about half the papers consigned to this office, we were informed that we could have no more that day. Presumably a Sabath calm reigned in the Post Office from noon onwards.

The members of the Catholic Union gave a very successful and enjoyable "At Home" on Friday evening in their rooms in the Roman Catholic Mission House at Glenageary. There was a large number of members and their friends present, who seemed to have enjoyed the genial hospitality dispensed by the committee, especially by Mr. J. M. Alves, the energetic and hard-working secretary of the Union, and also the excellent music provided by not less than three amateur bands.

With reference to the paragraph which appeared in our Saturday's issue under the heading of "Proposed Naval Yard Transfer" we are asked by Mr. Kidd, chief agent of the contractors, to state that his colleague, Mr. Houston will not interview the authorities at the Admiralty with regard to this matter, unless of course he is requested by them to do so. In any case, Mr. Kidd states, his visit to England has no connection with the subject.

The German authorities at Kiaochow, according to the *Deutsch-Asiatische Warte*, have refused to furnish the above paper with police court reports, in order to, as the editor puts it, impress his countrymen at home with the belief that everything is secure in the new German territory, and that the Chinese are perfect angels, only lacking wings; "a misrepresentation," he continues, "as representative of the free and independent press of Germany will do our best to frustrate. We shall make our own police court reports, and, to commence, may state that four executions took place during the last week, and in the surrounding villages a virulent sort of typhoid prevailed."

With a view to doing something towards lessening the risks of a further spread of the present epidemic of plague, the authorities have taken to flushing the drains in Queen's Road with sea water. The work was started on Saturday, and two steam fire-engines are engaged in it—one at the "Star" Ferry Company's Wharf and the other at Wanchoi. A third fire-engine will commence to-day. At present the flushing of the drains is being confined to those in the central district, but it is proposed to clear them right along Queen's Road. The step is undoubtedly one in the right direction, and it is sincerely to be trusted that it will be attended by beneficial results and will be continued regularly for the present.

One of the most distinguished sinologists of his time, Dr. E. Bretschneider, of St. Petersburg, whose death was announced last month, was an honorary corresponding member of the Royal Geographical Society. It was while fulfilling his duties as physician to the Russian Legation in Peking that he devoted himself to the investigation of Chinese archaeology, history, language, geography, &c. One of his most recent works was the *History of European Botanical Discoveries in China*, and he had also written learnedly on the knowledge possessed by the ancient Chinese of the Arab and Arabian Colonies, on Chinese medieval travellers to the West, and on archaeological and historical researches in Peking and the neighbourhood.

The work in connection with Messrs. Butterfield and Swire's proposed new dock at Quarry Bay is making rapid progress. The position of the dock, as is probably known, is to be on the site formerly occupied by the village of Shin Ching Wan. The contractor for the work is Tsang Kang, well-known in connection with projects of a like extensive nature. Yesterday some interesting blastings were witnessed, great masses of stone and earth being displaced like so much cardboard. On an average about 1,500 tons of material is displaced each day. The blasting operations are conducted under the active supervision of Mr. W. Waters, who takes every precaution to ensure the safety of the workmen under him.

The last of the Volunteer regiments, the 2nd Infantry, left the Philippines on the 4th inst.

Manila's new golf-links were opened by Judge Taft, the Civil Governor, on Sunday, the 2nd inst.

Chinese are running big gambling-places in Manila, and the police by calling them "Social Clubs," payment of stakes being made by chits.

A School of Commerce has been started by the American authorities at Manila, and seems to give great satisfaction to the rising generation of Filipinos.

Mr. E. H. Fraser, Acting Consul-General at Hankow, who recently made a trip to Japan for his health, has been so ill at Yokohama that he has been ordered home at once.

The *Echo de Chine* learns that eight vessels freighted by the French Government left Marseilles on the 10th inst. in order to bring the French troops back from China.

Straits papers announce the sudden and unexpected death of Mr. Arthur Somerville, of the firm of Paterson, Simons & Co., who died at Broadfields, Singapore, on the evening of the 7th inst.

The establishment of a new Court and new Code of Laws in the Philippines is progressing favourably, the natives apparently taking great interest in the re-establishment of law and order in their country.

The Hongkong and Shanghai Banking Corporation notified us on Saturday that a telegram had been received from their Singapore Branch stating that \$258,000 of the stolen notes have been recovered at Colombo.

Several unsuccessful attempts were made at the beginning of last week to tow off the Italian cruiser *Stromboli*, which ran aground in the river about half-a-mile below the Cosmopolitan Dock, Shanghai. It was feared that the vessel would have to remain where it was for some days, as the depth of water at high tide was decreasing daily.

In connection with the sales of two Chinese, baby girls at Singapore, the *Straits Times* records that on the 7th inst. two Chinamen were prosecuted by the Chinese Protectorate for being concerned in the sale of one of the infants. The men were sentenced to a fine of \$25 each, or, in default thereof, a month's imprisonment. The fines were paid.

In a previous issue of this paper, the *Nagasaki Press* says, it was stated that the local Chihlo Saibansho had passed judgment by default of six months' major imprisonment on the captain of the E. V. F. steamer *Wladimir* and the doctor of the E. V. F. steamer *Sarabro*, for illegal photography, constituting a breach of the Strategic Zone Law, and that Mr. Yamamoto, Chief Public Prosecutor of the Court, had issued warrants for their arrest. It is, however, reported that the warrants of arrest have now been withdrawn by the authorities, for reasons at present unknown.

Hankow has been much excited over the opening of Hunan, and a rush is being made to Changsha, according to the *N.-C. Daily News*. The German steamer *Vorposten*, formerly the West River boat *Wuckon*, has been up to Changsha and has been taking soundings and surveying. It is rumoured that one of the German lines on the river will soon extend its service to Changsha. The French gunboat *Decides* has also gone to Tungting Lake, and will get up to Changsha, if possible. H.M.S. *Sneepe* is also to go up as soon as a Consular interpreter can be spared to go in her. H.M.S. *Woodlark* will also probably start soon on an exploring mission.

The *Ostasiatische Lloyd* of the 7th inst., in a lengthy editorial, criticises the withdrawal of the German troops and the Commander-in-Chief, Count von Waldersee, from China, and considers the move a great mistake on the part of the German Government. Our contemporary thinks the situation as bad as ever, and that though China has agreed to pay 450 million taels to the Allied Powers, there is no guarantee for the payment of the same, nor any reliable assurance that the outrages of last year will not be repeated at an early date. The German journal further hints that England had something to do with the move that caused the departure of Count Waldersee, on the ground that most English papers applaud Germany's action of withdrawing the bulk of her troops. The *Ostasiatische Lloyd* amiably remarks that English papers usually only praise such actions of other Powers as bring benefit to England.

The shooting affray at Peking which was reported by our correspondent recently, occurred as follows:—An American sentry had been posted at the western extremity of Legation Street, close to the Chien-men, where the new American Legation is being built. That portion of Legation Street was being newly macadamised and rolled, and a barricade was put up, and the sentry posted to warn people not to ride over the newly-metalled road, only pedestrians being allowed to pass. A German officer rode up and went through the barricade, knocking over both barricade and sentry. The American picked himself up and also picked up his rifle, and moreover levelled it at the officer and discharged it. The shot missed the officer, but pursued its course half-way down Legation Street, finally lodging in the leg of the German sentry guarding the Kaiserliche Deutsche Legation. The American received one month's imprisonment and was fined one month's pay, presumably for hitting the wrong man.—*New Press*.

Mr. W. R. Seymour has been appointed Assistant Master at Queen's College.

Another "Katipunan" society, but of a more legitimate and peaceable character than its predecessor, is shortly to be started in the Philippines. The headquarters are to be in Manila.

The plague has apparently again gained a foothold in Manila. On the 8th instant three Chinese and two Filipinos died of the disease. Stringent sanitary precautions are being enforced.

Our Portsmouth correspondent, under date, 17th May, writes that "orders were issued on the 15th that the new armoured cruiser *Cressy* is to commission at Portsmouth, on the 28th inst., to replace the battleship *Centurion* on the China Station. By this exchange the British fleet in the Far East will be strengthened by the addition of a very useful cruiser—undoubtedly the smartest in those waters. The *Glory* will fill the battleship vacancy caused in our China fleet by the withdrawal of the *Centurion*, and the *Cressy* will consequently be an additional ship. This is a quiet way of increasing our Naval strength in China waters. This will be the *Cressy*'s maiden commission, for as yet she is barely ready for sea. She is the first one to hoist the pennant of a new type of armoured cruiser that represent a considerable advance upon the various types of fast cruisers that preceded them. Not only has the *Cressy* a speed of 21 knots, and is well armoured, but she is adequately armed. Fore and aft she carries the latest 9.2 on hydraulic mountings, with what practically amounts to barbettes protection for the main working it. The vessel also has the newest pattern 6-inch guns, which are also on improved mountings, and in protected positions."

The naval correspondent of the *Globe* wrote last month:—I am informed by a correspondent at Chatham that the new battleship *Albion*, which has recently completed her steam trials, is to be commissioned at the end of next month for service on the China Station. It is also stated that she will relieve the *Barfleur*, which is at present the flagship of the second in command in China. The policy of forming a strong and homogeneous squadron of battleships of the *Albion* type for service in Chinese waters cannot be too strongly commended, and with the addition of a cruiser of the *Cressy* type and one or two other modern cruisers such as those which have recently been added to the British Squadron in the Far East, there should not be much danger of the interests of the Empire being neglected in that part of the world for want of sufficient Naval strength to support them. The *Albion* has taken just over four years to complete, having been laid down as long ago as the end of the year 1896. There remains yet another of this class of battleship, i.e., the *Vengeance*, which is preparing to leave Barrow for Portsmouth in a few days; and would, as I explained in former notes, have been delivered long ago but for an accident to the dock sill at that place, which prevented her leaving. A navigating party is being selected at Portsmouth for the purpose of steaming the *Vengeance* to that port from Barrow. The other battleships of the class are the *Canopus*, *Glory*, *Goliath*, and *Ocean*, the three latter of which are already serving in China.

## THE PLAGUE.

During the 24 hours ending at noon on Saturday there were reported 21 fresh cases (18 Chinese, one other Asiatic, and two Europeans), and 25 deaths (20 Chinese, 4 other Asiatics, and one European). The year's figures are now—1,288 cases, 1,202 deaths.

We regret to state that Mrs. Herbst is dead. The deceased lady and one of her daughters were taken to Kennedy Town from their house, 14, Queen's Road Central, on Friday afternoon, (these being the two cases reported above). First reports regarding their condition were favourable, and on Saturday the hospital authorities stated that their progress was satisfactory. Mrs. Herbst, however, appears to have had a relapse, and gradually sank. She died early yesterday morning. The deceased lady was the wife of Mr. E. Herbst, of the firm of Heuermann and Herbst, shipchangers, sail-makers, etc., 14, Queen's Road Central. The flag at the German Club was yesterday flown at half-mast in respect to her memory. Miss Herbst is said to be doing well.

It was Mr. Brownhill, and not Mrs. Brownhill (as we stated from information received on Friday night), who succumbed to the plague that evening. The funeral took place on Saturday afternoon at Happy Valley, the remains of the deceased gentleman being laid beside those of his first wife, the present Mrs. Brownhill's sister. Mr. Brownhill was a Fifehire man, and had been in the Far East for many years. As we have already stated, Mr. and Mrs. Brownhill were on the eve of departing for home on an extended holiday, and had booked their passages by the German mail which left last Thursday, the day following their removal to Kennedy Town Hospital.

Mrs. Brownhill, we are glad to be able to state is decidedly better. The news of her husband's death will doubtless be kept from her until she is in a condition to bear the shock.

Mrs. Cecilia Almaro, the Portuguese girl who was removed from 7, Barn Lane on Thursday night, in a comatose condition, never regained consciousness, and died on Friday afternoon. Mrs. J. Levy (46), died early on Saturday morning.

During the past week 25 European residents have been inoculated as a protection against the epidemic, including several well-known members of the British community.

A rumour was current last night of another European having died of plague, but we could obtain no confirmation of the report.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 16th June, 5.57 p.m.

## YUAN SHIKAI'S MOTHER DEAD—POSSIBLE COMPLICATIONS.

Yuan Shikai's mother died yesterday. It is earnestly hoped that the usual retirement for mourning will be prevented, as otherwise certain calamity awaits Shantung, in the absence of Yuan Shikai.

## THE WAR IN SOUTH AFRICA.

LONDON, 15th June, 7.10 p.m.

## TRANSVAAL'S COST AND REVENUE.

Sir David Barbour in his report estimates the future expenditure on the Transvaal at £4,882,000 and the revenue at £3,342,000. He suggests reforms which will reduce the deficit to £865,000, the cost of military garrison of the country and the war contribution being excluded.

## MINES MAY CONTRIBUTE—BUT NOT THE ORANGE COLONY.

The report goes on to suggest an increase of the tax on the profits of the gold-mines to 10 per cent., producing £550,000 additional revenue. Sir David says that it appears impossible to charge the Orange River Colony, either immediately or in the future, with a contribution, however small, toward the cost of the War.

## LIBERALS DENOUNCE GOVERNMENT POLICY.

Sir William Harcourt, Messrs. Campbell Bannerman and Morley, at the Reform Club Dinner, strongly denounced the Government's War policy, especially in the matter of the demand for the unconditional surrender of the Boers remaining in arms.

## REUTER'S SERVICE.

LONDON, 13th June.

## THE GERMANS AT SHANGHAI—QUESTIONS IN THE HOUSE.

Lord Cranborne's confirmation of the presence of a German garrison at Shanghai has caused considerable uneasiness.

Lord Cranborne will be re-questioned on the subject, and unless explanations are satisfactory the opportunity will be taken to raise a debate.

LONDON, 13th June.

## NO PEACE YET IN SOUTH AFRICA.

Mr. Balfour declares the rumours of peace unfounded.

There are 17,000 Boers still in the field.

## THE ALLIED GARRISON IN CHINA.

Lord Cranborne states that the commanders of the allied forces in China consider a garrison of 6,000 men necessary, exclusive of the Legation guards.

## TRANSVAAL FINANCES.

Sir David Barbour's report upon the finances of the Transvaal recommends that a tax of ten per cent. be imposed on the profits of the mines.

LONDON, 14th June.

## FIRE AT ST. PETERSBURG DOCKYARD.

A fire has occurred at the St. Petersburg dockyard. A cruiser under construction, and several towers have been destroyed. The damage is estimated at ten million roubles.

LONDON, 14th June.

## THE CHINESE INDEMNITY QUESTION.

It is understood in Paris that the Powers which formerly supported a guaranteed indemnity loan, have abandoned the proposal, and now support the British suggestion for the issue of bonds.

## THE GERMANS AT SHANGHAI.

Lord Cranborne, re-questioned in the House of Commons, said that he had received no statement from the German Government bearing on the retention of a German garrison at Shanghai.



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE INACTION OF THE GOVERNMENT.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—May I respectfully ask whether the Government, as represented by H.E. the Governor and the chiefs of departments, has lost its head entirely, or is it hopelessly incompetent?

Are Europeans to contract plague daily and die from it without anything being done now in the way of remedial measures, than were done six months ago?

The plague districts are all on the lower levels and yet the flushing of sewers and washing of streets are still left to Providence, in the shape of a very occasional shower of rain. A few hose-pipes from the floating fire-engines could do this effectively daily.

In his Plague Report for 1894, Dr. Lawson, said any civilised need not fear contracting an epidemic of plague if sufficient medical men are forthcoming to meet it. Think of the wretchedly undermanned medical and public health staffs we now have and realise how the Government have profited by Dr. Lawson's warning!

If the Government is hopelessly unable to fight the disease, and is unwilling to expend any of that dear surplus it hugs so tightly to its official bosom, perhaps a public subscription list, which will put the Government to everlasting shame and condemnation, will help to alleviate the present shameful condition of things.

We want more doctors, a dozen at least, and at least a corps of 300 supernumerary Sanitary Inspectors, made up of volunteers from the regiment. These can be led by the expenditure of a portion of that very surplus. We want the daily flushing of sewers, at least on the lower levels, by the fire-brigs, and if they can be employed for weeks in pumping out dordet droppers, they may also be allowed to serve a useful purpose in cleansing the lower streets and drains daily.

Has the Government no brains that it cannot think these and other remedial measures out, and put them into operation, or is it going to slumber for ever at the Peak and leave the lower levels to disease and death, or wait until a wholesale exodus from the colony reminds it of its duty?—Yours, etc.

[As our correspondent will see from the paragraph in another column, the flushing of the sewers was begun on Saturday, so that we have at last one necessary step taken for meeting the present epidemic.—Ed. D. P.]

## BENEFIT PERFORMANCE BY THE R. E. VARIETY CLUB.

Any project which has as its ultimate end the relief from want of the deserving always finds ready and willing supporters in Hongkong, as has been proved again last Saturday night by the filled house present to witness the entertainment given by the Royal Engineers' Variety Club, at their theatre at the Wellington Barracks, in aid of the widow of the late Gunner Philip, R.A. The fare provided was excellent, and well appreciated by the audience, as was shown by the vociferous applause given to each item. The entertainment opened with the Oxford March, ably rendered by the amateur orchestra, followed by an extra, a song entitled "What do you think of the Irish now?" well rendered by Private Burgess, A.O.C. Sergt. Ward's "I'm a Plumber" brought down the house, as did Arm. Sergt. Viggers' "Then I understood." Two selected songs by Mr. Wallis were ably rendered and much appreciated. The song and dance "Kitty Green" and an Irish jig by Sergt. Burnett were also items which pleased highly. In Sergt. Simmer's "The Skipper" and "The Mighty Deep," we recognised a couple of old friends, none the less welcome. Sergt. Viggers' songs "That reminds me" and a parody on "Tell me, Mother Darling," given as an encore, caused the very roof to shake with the storm of applause following their inimitable rendering. Sergt. Ward's recitation "A Little Mistake" convulsed the audience with laughter; but the palm among the vocal artists was of course carried off by Mrs. Whitehouse, whose sweet voice was heard to great advantage in the song of the "Amorous Goldfish," in the "Gisela," and in an encore. The entertainment concluded with a one act farce entitled "Leave it to Me." It was well acted and intensely comical, there being not a dull moment in it from beginning to end. Major E. Little, under whose patronage the entertainment took place, was present, as were a number of Artillery officers. On the whole the entertainment proved a huge success, from a literary and artistic point of view. Everything went with a verve and swing from first to last, and the audience left well satisfied.

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Mitsui Maru* (Bomby Line) left Shimonoseki for this port on the 14th inst., p.m., and is expected to arrive here on the 19th inst., a.m.

The C. P. R. steamer *Empress of India* arrived at Shanghai at 9 p.m. on Friday, the 14th inst., and left again at 7 a.m. on Saturday for Hongkong, where she is due to arrive at 11 a.m., to-day.

The Imperial German Mail steamer *Bayern* carrying the German mails with dates from Berlin of the 27th ult., left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Tuesday, the 25th inst.

The U. M. steamer *Hyson* from Glasgow and Birkhead, left Singapore for this port on the 15th inst., and may be expected here on or about the 20th inst.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 15th June.

**A PLAGUE SCARE.**  
H.E. the Viceroy Tso Mu has been suffering from a severe cough and laid up for days, and in consequence has memorialised the throne for one month's sick leave to enable him to rest quietly and be attended by his doctors. The wife of his grandson about a fortnight ago died of plague, which alarmed the Viceroy much; his son has left Canton to avoid the plague. A few days ago while he was sitting at a desk reading some official documents a plague-stricken rat, nearly dead, dropped down from the ceiling on his desk, which frightened him more, and in consequence his illness is much aggravated.

**THE HONGKONG REFUGEES.**  
During the prevalence of the bubonic plague, rules for dealing with the plague patients are very strict, and a large number of people have left their colony to avoid them. Some charitably disposed people here have formed a society under the name of the In Sou Tong to raise money by subscription. They have hired large boats, and anchored them opposite the big Buddhist temple, Hoi Tong Tsz, at Honam, to receive on board any patients arriving from Hongkong who are unable to go home. There they will be attended to by doctors and medicine supplied free of charge.

**SEIZURE OF CONTRABAND GOODS.**  
A Chinese steam-launch engaged in passing contraband goods was seized off the Kung Pak Custom House by a Customs cruiser with 17 chests of opium on board. The launch, together with the goods and the smugglers, was taken to Canton the other day, and the case is under investigation. The contraband goods and launch are estimated at the value of over \$80,000.

**SETTLEMENT FOR THE ATTACK ON EUROPEANS.**  
In the case in which the silk inspector, Mr. Burkhardt and others from the firm of Messrs. Carlowitz & Co. of Canton, were wounded by pirates, and a boatman killed, while they went for a picnic off Sam Yung Kee at Shun Tak, an arrangement for the payment of indemnity has been made by Li Ka-chuek, a military official in command of the Shun Tak garrison, and the amount proposed is said to be \$13,500, all included.

**BRIGAND SOCIETIES.**  
It was well known that last year there were several brigand chiefs at Sai Chow, who collected large number of followers, and formed two societies, under the names of the Lum E Tong and Wo E Tong, to plunder. Of late in consequence of the strict orders issued by the Viceroy to the military authorities to arrest and punish them they have dispersed and hidden themselves. But there is now another new gang of brigands at Fatsan, who have clustered together under the name of the Shing Wo Tong, and whose chiefs are Leong Choi, Leong Cheung, Leong Tung, Leong Ping, Luk Shik, and Luk Chew. A few days ago they sent letters to the junks that plied between Lung Kong, Tai Lung, Ping Chow and other places, to demand blackmail. The junks, through fear of their threats, have ceased from plying.

**PIRATES AND "BRAVES."**  
By order of the Viceroy guardboats are anchored at different stations along the Canton river as far as Tung Kun, and Shik Lung to watch for pirates. A few nights ago several small boats manned by pirates went close to one of the guardboats, when they rushed on board, seized and tied up some of the "braves," and took away all their firearms and uniforms, and left. Other braves who pursued them were wounded by shots from the fugitives.

## POLICE COURT.

Saturday, 15th June.

BEFORE MR. HAZELAND.

**THE BEACONFIELD ARCADE FIRE.**  
The hearing of the enquiry was resumed shortly after ten o'clock on Saturday. Private Kent, R.W.F., recalled by His Worship, testified that he was in the "Criterion" on 1st June at about half-past twelve with Reid and Hewish (the second soldier). Shortly afterwards Deveney joined them. The conversation was about the fire, and Reid said—"I went into da Roza's room at half-past eight, and half-an-hour after da Roza came in. He waited for ten minutes, then went out, and I saw him no more that night." In reply to this statement witness told Reid that he saw da Roza leave the shop at about half-past nine, five minutes before the fire. Reid answered—"I don't want to get myself into trouble about it. Witness spoke to Reid again in the compound at the Magistracy either on Tuesday or Wednesday in the presence of Inspector McLennan, P.C. Deveney, and Private Hewish. He told them he saw da Roza come home about nine o'clock. As he (Reid) was going home, he heard footsteps on the stairs, and said—"Good night, da Roza." He got no answer, however, and went home. When witness saw Reid in the "Criterion" he did not know what sort of evidence Reid intended to give.

Mr. Goldring, who again represented Mr. Hastings, asked—"Do you know anything about the writing-out two days later of that statement by P. C. Deveney?"

Witness—No, sir.  
Private J. Hewish, R.W.F., was called, and gave corroborative evidence relative to the conversation with Reid in the "Criterion" and again in the compound at the Magistracy.

His Worship—Do you know anything about the fire?

Witness—Yes, sir. On the night of the fire I was going down Queen's Road from the barracks at twenty-four minutes to ten to take up my duties as a special constable, and when I got opposite Beaconfield Arcade I saw two men leave the barber's shop. I was in the centre of the road, and the men were under the verandah of the Arcade. They were not a yard from the door when I saw them, and were exactly opposite me. They walked east to the end of the Arcade (I turned my head and saw them), and then came back. They got half-way along the Arcade they took the centre of the road, and I was standing talking to an artilleryman, and saw them go along as far as the Australian Bank and come back. They

proceeded east. I went to the Victoria Hotel for a drink, and at five minutes to ten reported myself at the Police Station to the inspector on duty. I told Deveney at twenty minutes past ten, at the fire, that I had seen two men leave the shop a few minutes before the fire. Reid and I reported the matter to Deveney at the same time. I had not seen Kent before the fire.

His Worship—Is Kent in the same Company as you?  
Witness—No, sir.  
His Worship—How long have you known him?  
Witness—About nine years.

By Mr. Goldring—One of the two men who left the shop was dressed in white. There was an electric light in the vicinity, and I could distinctly see the men under the Arcade from where I stood.

This concluded the evidence, and His Worship proceeded to give his decision. He said—By section 5 of the Ordinance I am required to express an opinion as to whether the investigation does or does not disclose an offence, and I am bound to say it does not disclose any offence. The evidence that has been adduced is of a most conflicting nature, and I do not propose to recapitulate it beyond mentioning the evidence of the two soldiers, Kent and Hewish. The evidence of both of these men is very unsatisfactory, and I can place no reliance whatever upon it. The only other evidence I need refer to is that relative to the "Criterion" incident. I think it is very improbable that Reid, who was a friend of da Roza, and who was evidently coming here to prove an alibi, should have given himself away to these two soldiers and to a policeman. It is very improbable. I should like to mention one other matter and that is with reference to P. C. Deveney. It is a most extraordinary thing that he, who told Kent and Hewish that they had seen two men leave the shop five minutes before the fire took place, did not make a report to that effect until the 30th of May nine days after the fire and two days after I ordered the enquiry. It is a very strange incident; I will not say more than that. As I said before, the evidence does not disclose any offence. I have ordered the release of the premises, and the only other order required by the Ordinance is to declare the enquiry closed.

## BEFORE MR. KEMP.

**SERIOUS CHARGE AGAINST AN AMERICAN.**  
Robert Martin, an American, was arrested on Friday night by P. C. Davis on a warrant charging him with stealing \$310 from one T. Lowson, lately residing at the "Star" Coffee House.

Martin, who has been out of the colony (the alleged theft was committed on 26th May), and who was arrested in a house in Stanley Street, pleaded not guilty when charged before His Worship. Lowson, the complainant, is at present in Shanghai, and the hearing was adjourned till the 18th inst., to enable him to appear.

**CAPTAIN OF "HILLOLEN" FINED.**  
Sergeant Burchell, Water Police, summoned the master of the steamer *Hillogen* for a breach of the Dangerous Goods Ordinance. The *Hillogen* was carrying a quantity of sulphuric acid, and on arriving in the harbour from Japan proceeded to her usual anchorage.

The defendant, who pleaded ignorance of the regulations, was fined \$50.  
**DUMPING A BODY.**  
Indian constable 850 prosecuted a Chinaman for dumping a dead body in the public street at Hinghow on Saturday morning at one o'clock. The defendant was fined \$15 or one month.

## ADMIRAL SEYMOUR'S SPEECH AT SHANGHAI.

At the annual dinner of the Shanghai branch of the China Association on the 10th inst., Admiral Sir Edward Seymour, responding to the toast of "The Navy," proposed by Mr. G. J. Morrison, made some interesting remarks on affairs in China. We take the following extract from the *N. Y. C. Daily News* report:—

The great question now, so far as British interests are concerned, is I think, foreign competition. We as Britishers feel we do not want to prevent anybody sharing in the trade of the world. What we do object to is to have our trade in an entirely honest and straight-forward manner, and what I personally object to, and I think you agree with me that although they come and trade under our flag and avail themselves of what we have done in preparing China for trade they too seldom show us the proper appreciation for having done so. I must not run away on this topic because everybody in this room knows more about commerce than I do, and very properly, as you might say the cobbler should keep to his last. With regard to the Navy the changes are no doubt very extraordinary. When our most gracious Majesty came to the throne nobody could have foreseen that the finest battleship present at the funeral ceremonies at Spithead would be a Japanese ironclad. I mention this to show the extraordinary changes that have come over the world and what we might therefore expect in the future with reference to the Navy. Every nation is trying now to get a Navy. Our serious rivals in that respect are two or three in number. With regard to rivals in China, one is what is sometimes called our Northern friend, but I think one other rival we have to meet is Germany. Germany is a real rival in trade, and the German Navy is a very rising thing, with which we shall have to answer some day, and let me Englishmen make a mistake about that. Their navy is now being pushed forward by every possible means, and as long as it is fairly pushed forward, good fortune to it, but some day there will be a very serious state of things with which we shall have to deal. The United States is a third trade rival, and perhaps the most formidable of all. With regard to China itself in the last three and a half years the squadron has been quite doubled in strength. We have now forty-four ships on this station. We are all better equipped and far ahead of any other nation out here, unless we consider the Japanese, whose forces are close at hand. Russia has made some advance in numbers, but I think, taking it all round, we may allow that the condition of the British Navy is decidedly satisfactory. The nation never grudges any money asked for it, and I think it is only our duty as sailors to see that they get the best return for it, and I believe we shall do so.

## EXPORT CARGO.

For *Dardanelles*, sailed on the 11th June. Tea 39 assorted boxes (particulars unknown)—2,013 bales hemp, 50 bales waste silk, 50 bales cases, 50 cases preserves, 10 rolls matting, 167 cases Chinaware, 10 cases p. f. fms, 22 cases black-woodware, 8 cases brushes, 6 cases paper baskets, 1 case cigars, 36 pkgs. sundries. For London opt. Manchester—100 bales waste silk. For London opt. Gode—100 bales waste silk. For London opt. Hamburg—327 bales cases.

3,007 NEWSPAPERS RECOMMENDED.  
MAGNIFY & CAMERON'S PENS.  
THE WAVEMASTER PEN, for Easy Writing.  
THE FLYING SCOTCHMAN PEN, instead of a Quill.  
THE FLYING J writes 200 words per dip.  
1939—11. WARELEY WORKS EDINBURGH.

## LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

## THE WAR IN SOUTH AFRICA.

Adelaide, 24th May.  
**THE PRISONERS.**  
Five hundred Boer prisoners have just been landed at Bombay.

Two hundred and fifty Boer children who accompanied their parents to Ceylon, are now daily attending a Dutch school established purely by the British authorities.  
**THE GREAT MINING AND FINANCIAL FIRMS OF JOHANNESBURG** are combining with a view to regulating the supply and remuneration of native labour employed on the Rand mines. It is reported that the proposed operations are of a stupendous character.

25th May.  
**MONOTONOUS NEWS.**  
The war news to hand is of an unimportant character and monotonous in nature. Several minor British successes are reported in different districts, and many starving Boers continue to surrender. An engagement of more than average importance has taken place near Barberton, but no details are to hand.

27th May.  
**THE BOER "PRESIDENT."**  
Latest Cape news states that General Viljoen and Schalk Burger (who is acting as President of the Transvaal) are again resuming active operations. Schalk Burger, at the head of a strong force, has looked to a strong position near the Swartkops border.

**WIDE SWEEPING OPERATIONS.**  
The British forces acting under General Bullen are making great progress in the carrying out of a sweeping movement embracing the whole of the Eastern Transvaal and country south the Delagoa Bay Railway.

**AN EMBASSY FROM KRUGER.**  
Kruger has sent an embassy from Europe to confer with General Botha. It is considered of great importance that this interview should not take place, and the British are exercising great vigilance with a view to the capture of this messenger.

28th May.  
**NOTABLE SPEECH BY MILLER.**  
Mr. Chamberlain has entertained Lord Milner at luncheon, in the course of which the latter delivered a fine speech dealing with the condition of affairs in South Africa. In concluding his speech he assured the distinguished company present that only a little time and patience was required in order to conciliate the hatred, satisfy the ambitions, and remove the ignorance now unfortunately prevailing among a great majority of the Dutch population of South Africa regarding the motives actuating Great Britain in this struggle. It was certain that Great Britain could never have held her own in South Africa, or given adequate protection to her own people, by following out any other than the strong and masterful policy which had been carried out at such cost. In the speaker's opinion there was still room for the exercise of gentle and conciliatory statesmanship without any danger of marvelling the final scenes in the great drama now almost played out. The end was near at hand. The few desperate Boers still in the field were fast losing heart, chiefly owing to the constant arrival of fresh British reinforcements, which was slowly beating into their dull brains the fact that the fighting power of the great Empire against which they were arrayed was practically inexhaustible, and that they had been labouring under a delusion from the start in hoping for final victory against such odds.

29th May.  
**THE SPEECH AND THE LOYALISTS.**  
The report of Lord Milner's London speech has greatly pleased the Dutch loyalists, who to be are presently looking forward to the end of the war.

**PROGRESS OF OPERATIONS.**  
The Boer commandos in Cape Colony have again been very active, and have so far eluded the British by rapidly shifting ground. Lord Kitchener has just forwarded to the War Office another long despatch dealing with recent operations.

30th May.  
**LORD DUNDONALD ON AFRICAN DEFENCE.**  
Lord Dundonald, who took so prominent a part in the relief of Ladysmith, speaking in London, stated that South Africa may be easily and cheaply defended if conditions of service are made easy and the men allowed to work in their own time and wear what kit they choose.

**GENERAL NEWS.**  
**THE YACHTING SENSATION.**  
Adelaide, 24th May.  
A tremendous sensation has been occasioned throughout England by a yachting accident whereby the life of King Edward VII. was placed in great jeopardy. The King, on the invitation of the owner, had gone on-board the new yacht *Servant II* to participate in a trial spin. Whilst under full sail the vessel carried mast and sudden furious squall, which carried away the mast, leaving the vessel a mere floating hulk. Had the mast not been carried away the craft would probably have capsized and gone down. A steamer quickly arrived on the scene and towed the dismantled yacht into Southampton.

**AUSTRALIA AND COLOURED LABOUR.**  
The attention of both Houses in Australia so far, has been mainly devoted to debating the fiscal policy, and considering proposed legislation for excluding alien labour. The antipathy towards admitting coloured labour into Australia is very keen and widespread among members of both Houses, and there is no doubt that the Government will shortly be compelled to introduce most stringent measures in this connection.

26th May.  
**THE CHINESE INDEMNITY.**  
Germany is supporting the proposed action of Great Britain in the direction of lightening China's financial burdens as far as possible.

**THE DIVISION OF THE SPOIL.**  
27th May.  
The *Daily Mail* states that both Germany and Russia have wrongfully seized immense quantities of war material originally captured by British troops when advancing upon Peking.

28th May.  
**THE ROYAL VISIT TO SYDNEY.**  
The Duke and Duchess of York were most splendidly received in Sydney yesterday by a vast and enthusiastic crowd of people. The illuminations last evening throughout the city and the harbour were of the most magnificent character, and despite the fact that rain fell intermittently, vast crowds thronged the streets and congregated at every point of vantage, till a late hour.

**IMPORTANT ARREST OF AN ANARCHIST.**  
30th May.  
The Italian authorities have just arrested a man for attempting suicide. In defence he affirms that he was selected to assassinate the German Emperor, and has revealed the names of others deputized to kill the Queen of Holland, the Czar of Russia, President of France and others. The man's fortunate arrest is considered providential.

## NEWS VIA CANTON.

**PRESENTATION OF WAR MEDALS AT SYDNEY.**  
London, 1st June.  
The Duke of Cornwall to-day presented war medals to one thousand men and two nurses.

**PLAIN TALK BY SIR E. SATOW.**  
London, 1st June.  
It is stated that Sir E. Satow has informed the Chinese envoys that the British will not evacuate the country until the indemnity question is settled.

**BY-ELECTION IN ESSEX—UNIONIST DEFEAT.**  
London, 1st June.  
Mr. Pease, Liberal candidate, has been elected for St. Ermin Walden, having polled 3,944 votes against Mr. C. W. Gray, Unionist, who polled 3,302, replacing the Hon. A. Wodehouse, deceased.

**COUNTY CRICKET CHAMPIONSHIP.**  
London, 1st June.  
Yorkshire heads the counties in cricket. Surrey and Lancashire have been beaten by Nottingham and Yorkshire respectively.

**THE QUEEN OF HOLLAND.**  
London, 1st June.  
Queen Wilhelmina has left Rotterdam after witnessing another review, at which French officers were again present.

**UNION WITH GREECE DESIRED BY CRETE.**  
London, 1st June.  
The first Cretan Legislature assembled to-day, when Prince George was greeted by the Deputies with loud shouts for union with Greece.

**SERIOUS RIOTING AT SPANISH SEAPORT.**  
London, 2nd June.  
Serious strike riots have taken place at Coruna, where the gendarmes fired on the rioters, many of whom were injured, including women, who were spectators. A state of siege has been proclaimed.

**THE UNITED STATES AND CUBA.**  
London, 2nd June.  
It is officially announced that the United States retains control over Cuba until the Convention adopts the Platt regulations integrally. The Convention has already passed them, but with interpellations to which America objects.

**THE ALLEGED PEACE NEGOTIATIONS.**  
London, 2nd June.  
Generals Smut and Botha, and the Secretary of War, have arrived at Standerton, it is assumed in connection with the Peace Mission.

**THE KING OF ITALY'S FIRST BORN.**  
London, 2nd June.  
The birth of an Italian Princess has been the occasion of great rejoicing throughout the country; and an amnesty has been granted for various offences, including crimes connected with the rioting in 1898, except homicide.

**PRUSSIA'S SHOWSTAGE IN CROATS.**  
London, 2nd June.  
In view of the unfavorable crop reports in Prussia, Count von Bismarck has proposed that the State shall make provision to meet the threatened shortage. The shortage in wheat and rye alone is estimated at 287 millions of marks.

**THE SOMALILAND EXPEDITION.**  
London, 2nd June.  
The Somaliland expedition reached Ber on the 22nd May, whence a mounted force will make a dash across seventy miles of waterless desert against the powerful Jamals, the fanatical supporters of the Mad Mahalik. The infantry will follow as quickly as possible.

**NEW YORK CHAMBER OF COMMERCE.**  
DEPUTATION.  
London, 2nd June.  
Twenty-two delegates from the New York Chamber of Commerce, including Mr. Pierpont Morgan and other millionaires, visited Windsor on Saturday, and were received by the King and Queen. This is considered significant of friendly Anglo-American relations.

**GERMANY'S "GRAND ARMY AUTUMN MANOEUVRES."**  
London, 2nd June.  
It is stated at Berlin that Lord Roberts will attend the Grand Army Manoeuvres in Germany next autumn, as the Emperor William's guest.

**TRADE MARK.**  
**WHISKIES.**  
**IRISH.**

DUNVILLE'S V. R. ... 1 doz. bottles, \$12.00  
Do. "Special Liqueur" ... 15.00  
**SCOTCH.**  
F. O. S. Very old liqueur ... 15.00  
CLUB ... 12.00  
SPECIALLY SELECTED ... 11.00  
CHOICE OLD HIGHLAND ... 8.00  
GLENLIVET ... 7.00  
HIGHLAND NECTAR ... 16.00  
D. C. L. ... 12.00  
HIGHLAND CLUB ... 10.00  
DEWAR'S White Label ... 14.00  
Do. EXTRA SPECIAL ... 12.00  
Do. SPECIAL ... 12.00  
P. D. C. ... 13.00  
TEACHER'S "Highland Cream" ... 12.00  
D. G. Dump bottles ... 9.00  
PEAK BLEND do. ... 8.00

**AMERICAN.**  
FINE OLD BOURBON ... \$18.00  
CANADIAN RYE ... 15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

**H. PRICE & CO.**  
12, QUEEN'S ROAD.  
Hongkong, 15th May, 1901. [516]

**AUTOMATIC MAUSER PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS IN 2 SECONDS  
SIEMSEN & CO.  
Hongkong 3rd October, 1900. [75]

**QUAN WAH & CO.**  
DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
At No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [1044]

**FOR SALE, at the PEAK, several Desirable**  
Residences. Well Situated, and Let to Good Tenants.  
For Particulars, apply to  
R. C. WILCOX,  
3, Beaconsfield Arcade.  
Hongkong, 22nd May, 1901. [1809]

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

**THE H.A.L. Steamship**  
"SAMBIA,"  
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th June will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th June, at 3 P.M.  
No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 12th June, 1901. [1492]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND (OR.) AND PORTS  
THE Company's Steamship

**"INDRAVELLI"**  
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods on ship or from alongside.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 11th June, 1901. [1494]

FROM HAMBURG, PENANG AND SINGAPORE.

**THE H.A.L. Steamship**

Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.  
No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 10th June, 1901. [1492]

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

G. R. S. 250 Sacks FLOUR from Adelaide  
ex "CHANGSHA" arrived 7th May, 1901.  
The above Goods are lying unclaimed at our Wanchoi Godowns at consignees' risk and expense. No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 14th June, 1901. [1498]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

**"GLAUCUS"**  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at



## NEW ADVERTISEMENTS

## NOTICE.

**THE BUSINESS OF TAVARES, ROZARIO & CO.** will in future be carried on under the name of **TAVARES & CO. HANG TAI YONG HONG.**

Mr. V. A. ROZARIO having retired from our Firm, his Interest and Responsibility ceased from this Day.

**F. X. M. PLACE TAVARES.**  
E. G. PLACE TAVARES.  
Canton, 15th June, 1901. [1518]

## NOTICE.

**MY INTEREST AND RESPONSIBILITY** in the Firm of **TAVARES, ROZARIO & CO.** having ceased, I shall from this Day carry on the Business of **MERCHANT & COMMISSION AGENT** under the Style or Name of **"V. A. ROZARIO & CO."**

**V. A. ROZARIO.**  
Canton, 15th June, 1901. [1519]

## BEKANNTMACHUNG.

## HANDELSREGISTER-KANTON.

**DEM KAUFMANN ARTHUR VON SOHUSCEWITZ** ist von der Kommandit-Gesellschaft **CAILLOWITZ & CO.** vom 1. Mai 1901, ab Prokura ertheilt worden.

Kanton, den 13. Juni 1901.  
Kaiserliches Konsulargericht. [1517]

## IMPORTANT.

**WE** have just received a New and Large Stock of PROVISIONS, including **BOVIL, BOTTLED FRUITS, TINNED FRUITS** and Varieties of SYRUPS and **LEMON SQUASH** and CORDIALS for cooling and refreshing purposes in the hot season.

Also our Special WHISKY, best PORT WINES, OLD TOM, GINS, and refreshing BEER.

**JEEJEEBHOY & CO.,**  
196, Hollywood Road.  
Hongkong, 17th June, 1901. [1520]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, **TO-DAY (MONDAY),** the 17th June, at 5 P.M., at the Fountain opposite the City Hall.

**THREE WALTERS** (including "FAVOURITE" and "ROSE").

**FOUR CHINA PONIES** and **ONE ARAB HORSE** suitable for Polo and broken to Single and Double Harness.

TERMS:—As Usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 17th June, 1901. [1516]

**FOR SHANGHAI, YOKOHAMA AND KOBE.**

**THE N.D.L. Steamship**

**"WURZBURG,"**  
Captain Schuder, will be despatched for the above ports **TO-DAY,** the 17th inst., at 5 P.M.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to **HAMBURG-AMERIKA LINIE,** Hongkong Office.

Hongkong, 15th June, 1901. [1514]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**

**THE Company's Steamship**

**"PERLA,"**  
Captain G. T. Harland, will be despatched as above on **FRIDAY,** the 21st inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to **SHEWAN TOMES & CO.,** General Managers.

Hongkong, 17th June, 1901. [1515]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR TAMSUI VIA SWATOW AND AMOY.**

**THE Company's Steamship**

**"DAIJIN MARU,"**  
Captain T. Ogata, will be despatched for the above ports on **SUNDAY,** the 23rd inst.

For Freight or Passage, apply to **THE MITSUI BUSSAN KAISHA,** Agents.

Hongkong, 17th June, 1901. [17]

**THE HONGKONG WEEKLY PRESS** is now ready and contains:—

Leading Articles:—

A Year of Allied Policy in China.

Military Systems of Russia and China.

Great Britain and the Indemnity.

Plague Prevention in Japan.

The Missionary Troubles and a Proposed Cure.

The Departure of Sick Chinese from Hongkong.

French Railway Schemes in Yunnan.

Suggested Plague Measures.

The Crisis: Telegrams.

Hongkong Sanitary Board.

The Plague.

Proposed Naval Yard Transfer.

New Volunteer Shooting Range.

The New N. Y. K. Line from Hongkong to Seattle.

I.M.C. Dues and Duties: January-March.

British Trade with Siam.

Pakhoi.

Foochow.

Northern Notes.

## NEW ADVERTISEMENTS

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer.

## "ALCINOUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Optional cargo will be landed, unless notice has been given prior to the arrival of the Goods undelivered after the 22nd inst. must be left in the Godowns, where they will be examined at 11 A.M. on the 25th inst.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,** Agents.

Hongkong, 15th June, 1901. [15]

**FROM HAMBURG, ANTWERPEN, ROTTERDAM, PENANG AND SINGAPORE.**

**THE N.D.L. Steamship**

**"WURZBURG,"**

Captain Schuder, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 5 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,** Hongkong Office.

Hongkong, 15th June, 1901. [1513]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

**FOR YOKOHAMA AND KOBE.**

**THE Steamship**

**"INDIA,"**

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before NOON on the 22nd of June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd June will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & CO.,** Agents.

Hongkong, 15th June, 1901. [8]

**PUBLIC COMPANIES**

**THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS** of the above Company will be held in the Office of the General Managers, on **THURSDAY,** the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

**JARDINE, MATHESON & CO.,** General Managers.

Hongkong, 11th June, 1901. [1469]

**A. S. WATSON & CO., LIMITED.**

**THE FINAL DIVIDEND** for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve per cent. for the year) is PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

**A. H. MANCELL,** Secretary.

Hongkong, 23rd May, 1901. [1326]

**WANTED.**

**BY a GENTLEMAN, BOARD and LODGING with a Private Family** centrally situated.

Address—

**"MATA,"**

Care of Daily Press Office.

Hongkong, 15th June, 1901. [1506]

**WANTED.**

**IN a Canton Raw Silk Firm, a YOUNG MAN, as GENERAL OFFICE ASSISTANT.** British preferred. Knowledge of French and German imperative.

Apply, with all Particulars, to—

**L. M. N.,**

Care of Office of this Paper.

Canton, 12th June, 1901. [1497]

**CANDIDATES for POLICE in NAVAL YARD REQUIRED.** Must be of Good Character and British Birth, between 25 and 35 years of age.

Apply with Papers to—

**COMMANDER, H. M. Naval Yard,**

Hongkong, 25th April, 1901. [1106]

**FOR SALE.**

**EUROPEAN HOUSES** at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.

**A. RUNJAHN,**

Hongkong, 29th May, 1901. [1377]

## TO LET.

## TO LET.

**NO. 2, QUEEN'S GARDENS, 4th 15th August, 1901, FURNISHED.**

Apply to—

**S. J. DAVID & CO.,**

Hongkong, 8th June, 1901. [1461]

## TO LET.

**TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and situated at BRIDGE'S BAY on M. Lot 243.**

Apply to—

**JOSEPH & CO.,**

Hongkong, 26th March, 1901. [865]

## TO LET.

**A HOUSE in RIFON TERRACE.**

**HOUSES at LEIGHTON HILL.**

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 2nd May, 1901. [66]

## TO LET.

**TWO ROOMS on the GROUND FLOOR, BELILIOS TERRACE, No. 6, with Dependencies.**

Apply to—

**J. ULLMANN & CO.,**

Hongkong, 1st June, 1901. [1400]

## TO LET.

**POSSESSION APRIL 1ST.**

**NO. 1, STEWART TERRACE.**

Apply to—

**J. W. NOBLE.**

Hongkong, 6th March, 1901. [1681]

## TO LET.

**IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRATA EAST.**

Apply to—

**I. P. MADAR,**

Hongkong, 8th June, 1901. [1450]

**BOARD AND RESIDENCE.**

**MRS. GILL AND ERS**

**"GLENWOOD,"**

21, CAINE STREET.

Hongkong, 20th September, 1900. [869]

**BOARD AND RESIDENCE.**

**COMFORTABLY FURNISHED ROOMS, with Board.**

Apply to Mrs. MATHER.

Hongkong, 1st January, 1892.

**BOARD AND RESIDENCE.**

**MRS. SIDNEY JEFFREY,**

**"VERITAS,"**

BEACH ROAD WEST, FLEETSTOWN, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900. [73]

**NOTICE TO MARINERS.**

**NO. 132 (SPECIAL).**

**CHINA SEA.**

**SHANGHAI DISTRICT.**

**KIUTOAN AND FAIRY FLATS.**

**NOTICE IS HEREBY GIVEN** that, while the survey of the section of the South Channel Entrance of the Yangtze embracing the Kiutoan and Fairy Flats is in progress, **White Buoys** will be placed in positions where required as surveying marks, and that they must not be taken as having any other significance.

Such White Buoys and the Fairy Wreck Buoy, already advertised to be shifted and placed on the wreck on the 10th instant, will remain in their present positions and retain their present colours until any proposed change affecting them has been duly notified.

**A. M. BISSE,** Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 5th June, 1901. [1468]

**ON SALE.**

**POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.**

**A LECTURE**

**BY ALEXANDER MICHIE.**

**PRICE 25 CENTS CASH**

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

**AMERICAN SYSTEM OF DENTISTRY**

**AT**

**NO. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEY (LATE OF POATE & NORRIS).**

Hongkong, 15th September, 1899. [1506]

**R. J. REMEDIOS,**

**FOREIGN AND COLONIAL STAMP DEALER**

**NO. 37, CAINE ROAD, HONGKONG.**

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [1306]

**RUBINART PERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND SHIPPERS.**

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

## INSURANCES

## "L'UNION"

**FIRE INSURANCE COMPANY, LD.** (Established 1828).

**THE** Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

**A. R. MARTY,** Agent.

Hongkong, 1st August, 1900. 2794

## "L'URBAINE"

**FIRE INSURANCE COMPANY, LD.** (Established 1838).

**THE** Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

**P. LEMAIRE & CO.**

Hongkong, 7th February, 1901. [439]

**SUN INSURANCE OFFICE, LONDON**

FOUNDED 1710.

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SIEMSEN & CO.,** Agents.

Hongkong, 16th May, 1892. [30]

**SALAMANDER FIRE INSURANCE COMPANY.**

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**HOTZ, JACOB & CO.**

Hongkong, 2nd April, 1900. [33]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1899 £14,409,039.

**I. AUTHORIZED CAPITAL** £3,000,000 0 0

**SUBSCRIBED CAPITAL** 2,750,000 0 0

**PAID-UP CAPITAL** 887,500 0 0

**II. FIRE FUNDS** 2,791,183 13 7

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

<



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

KANG ON,  
Contractor, 30, D'Agular Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aerial  
Water. Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1850.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Develop-  
ment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Grayton Enlargements, and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchangers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Changers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchangers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

MORE & SEIMUND,  
43 and 45, Des Vaux Road. Shipchangers,  
Sailmakers, Biggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey-  
hound Brand") and Blundell,  
Spence & Co.'s Commission.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "Los Filinos,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

## WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## EYE-SIGHT.

MR. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central  
(R. HAUGHTON & Co.)  
(Nearly opposite the Hongkong Hotel).  
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eye—the many years of "Eye Strain"  
ending in serious forms of disease. Glasses  
specially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTA-  
CLES only after testing the sight.  
ADVICE FREE. [77]

## SANITARY BOARD.

OWNERS of HOUSES situated in the  
Western Division of the City of Victoria  
who have not had their PREMISES LIME-  
WASHED and CLEANSED in accordance  
with law are reminded that the period during  
which this work should be finished ends on the  
30th day of June, 1901, and the Sanitary Board  
being convinced of the necessity of CLEAN-  
LINESS in its efforts to STAMP OUT  
PLAGUE, is determined to RIGOROUSLY  
PROSECUTE any Owner in default after the  
above named date.

By Order of the Board,  
G. A. WOODCOCK,  
Acting Secretary.  
Hongkong, 1st June, 1901. [1409]

Note—The Western Division of the City lies  
to the West of Morrison and East Street.

THE COAL PROBLEM AND  
THE EMPIRE.

The subject of coal export is primarily a  
commercial one, but it has naval and military  
aspects. These were touched upon by Lieut.  
Colwyn Bellairs, R.N., in an instructive and  
capable paper which he read last month  
before the colonial section of the Society  
of Arts. We shall not attempt to follow the  
lecturer into the vast field of economics,  
of which the coal problem occupies a corner.  
The eyes of the world are just now fixed  
upon this corner of the economic field, but  
we must be content to content to confine  
ourselves as far as is possible to one as-  
pect of the coal question. In connection  
with Lord Brassey, Lieut. Bellairs was  
impressed by the maxim, "Permanent naval  
strength is based upon commercial prosperity."  
It is a sound maxim, and one that  
Lord Brassey has preached for many years.  
To impair commercial prosperity is to court  
a decline of our naval power. From this  
aspect so seemingly simple a matter as the  
imposition of a trifling tax upon exported  
coal becomes one of national importance. Yet  
it was treated by scores of members of Parlia-  
ment during the recent debate as a purely  
question, or one of personal interest. Political  
economists of to-day are usually discredited and  
generally forgotten to-morrow. On the whole,  
Parliament has agreed to believe that a shilling  
duty on coal will not affect the British exports,  
and with that view Lieut. Bellairs appears to  
agree. His paper goes to prove that the mea-  
sure would be a disastrous one if it adversely  
affected our enormous and increasing export of  
coal; and this conclusion is reached with an  
intelligent grasp of that state of commercial  
transition through which the British Empire is  
passing on its way to Imperial Federation.

Now, it has often been represented as a  
danger to Britain that she should be supplying  
her naval rivals with vast quantities of the best  
steaming coal in the world. The Welsh colliery  
owners are represented as grossly unpatriotic  
in encouraging our rivals to buy in reserve  
stores of this splendid fuel. In this charge  
there is, undoubtedly, much truth. The first  
object of the colliery owner is to enrich himself,  
for we live in an age when lip-patriotism goes  
hand in hand with the narrowest greed and  
cupidity. Russia, for example, has been enabled  
through our unrestricted system of export to  
accumulate large reserves of Welsh coal at Port  
Arthur, France is also importing this unrivalled  
fuel in great quantities. The growth in the  
shipments of Welsh coal has been large during  
the past decade. At Cardiff the shipments  
have increased by 57 per cent., at Newport by  
43, and at Swansea by 50 per cent. In 1899,  
said Lieut. Bellairs, we exported 43 million tons  
of coal, and of the total upwards of 29 million  
tons was Welsh coal. France received from us  
6.87 million tons, Russia 3.4, Germany (herself  
a coal exporting country) 5 million tons, and 36.76  
million tons out of the total export. There is,  
however, a brighter side to this question. To  
allow rival navies to depend, in time of peace,  
upon Welsh coal is says Lieut. Bellairs, "to  
leave them terribly handicapped in war."  
He means that the reserve stocks are liable  
to deterioration. The consolation is not,  
however, quite convincing, seeing that Powers  
desirous of making war upon us would  
presumably be careful to lay in great reserves  
a year or so in advance. Yet, no doubt the  
accumulation of a reserve of coal in good  
condition is limited by our output and other  
considerations. Supposing war with France  
were quickly decided. Such a struggle might  
continue for two or three years, and after a few  
months the French squadrons would exhaust  
the Welsh reserve. Still, it may fairly be  
argued, we think that Welsh coal should be  
subject to a higher export tax than inferior  
steaming coal. If foreign Powers need this  
economical fuel for their shipping they will pro-  
bably continue to buy it, though the price be in-  
creased by even 2s per ton. Lieut. Bellairs is  
among those who hesitate to impose any restric-  
tions upon British coal export, but he is obliged to  
recognise, and admit, that our unique supply of  
the best steaming fuel is liable to eventual ex-  
haustion. "A case can be made out," he said,  
"for restricting the export of Welsh coal, or  
for the acquisition by the State of favourable  
mines in the interests of the Navy." But the  
case cannot be made out without wounding the  
cupidity of the Welsh landowners, so that there  
is little prospect that so Socialist a measure  
will be adopted whilst the mines continue to  
yield an unlimited output. It is much easier,  
in fact, to discuss the interests of the State in  
the coal question than to suggest any practical  
precaution against the steadily rapid exhaustion  
that has already set in. When the supplies of  
coal begin to run low there may be less difficulty  
in restricting the export; unless, indeed, other  
coalfields as good as the Welsh, should meanwhile  
be discovered. And this is more than probable.

But to return to the paper of Lieut. Bellairs.  
Keeping Lord Brassey's maxim steadily in  
view, he argues that England's commercial  
prosperity is enormously dependent upon her  
mining industry and the great export of coal.  
This is another way of saying that to cripple  
the mining industry by checking the export  
would result in so great a decline of national  
wealth that we might no longer be able to  
maintain an adequate Navy. During the last  
decade of the 19th century our export of coal  
amounted to the gigantic total of 358 million  
tons, which represents an increase about four  
times greater than that postulated by the  
Royal Commission of 1871. Had the shilling  
tax been imposed in 1890 the public revenue  
would have been augmented by enough  
money for the building of 18 battleships,  
assuming the export to have been un-  
affected. To express economic problems in  
terms of battleships may be unsound, but it  
is rather an interesting reflection, and worth  
quoting. Again, since coal forms over 70 per  
cent of our exports by weight it follows, says Lieut.  
Bellairs, that coal provides the outward cargo  
of at least 50 per cent. of our ships. Hence,  
the amateur economist, socialist, &c., who  
would stop, or largely restrict, our coal export  
in the name of patriotism, would strike a deadly  
blow at our shipping trade and reduce the  
national revenue.

Thousands of our countrymen are directly  
and indirectly dependent upon the prosperity  
of the export trade on coal. In a sense  
we are living now upon our capital, and  
reducing the coal resources of the kingdom  
year by year. This is not to be denied,  
but, as Lieut. Bellairs argues, the revenues for  
maintaining our Navy and Army must, for  
some years to come, be raised from the United  
Kingdom. Imperial Federation is the god of  
the British race, failure to attain which must  
ultimately involve the decline of our Empire.  
Yet federation between England and her  
colonies must necessarily be a slow and gradual  
process, so that it is futile to resent the inability  
of some, or, indeed, most, of our colonies to  
share the heavy burden of defence. At all  
hazards to the future exhaustion of our mines,  
Lieut. Bellairs appears to say, let us cling to  
the great industry that gives our shipping em-  
ployment and enables us to maintain the Navy  
at a two-Power standard.

There is a point in Lieut. Bellairs' paper  
which he will do well to enlarge upon in future  
lectures or articles. He says: "The require-  
ments of the Navy (in coal) can be met by the  
State purchase of mines. These requirements  
for a century's supply do not amount to more  
than four years' output of the Welsh mines."  
That the coal needs of our fleet could be met by  
State purchase needs no demonstration; but  
this would be a stop involving radical changes  
in the present laws of supply and demand. Are  
we endangered? If so, why? The paper dis-  
misses it, in a few lines. Already the  
Admiralty have been gravely embarrassed by a  
temporary dislocation of the coal trade. The  
naval manœuvres have been abandoned  
at least once on account of the naval re-  
serve of fuel running dangerously low. To  
purchase coal mines would be a method of  
securing a constant supply of Welsh fuel for  
our Navy, provided the Admiralty were able  
to work such mines in the midst of an organised  
strike of miners. But could this be done except  
by the employment of Government miners  
under similar conditions of pay and pension as  
those of the building and repairing of warships  
in our dockyards? If such is Lieut. Bellairs'  
meaning, we can only observe that it is easier  
to propose economic changes of this great  
scope than to carry them out. And especially is  
this the case in England. The paper we have  
considered, in so far as it deals with the Navy  
and the shipping trade, contains a great deal of  
valuable data, compiled with evident care and  
utilised with ability. Lieut. Bellairs, made his  
mark as a writer, in the periodicals, and the  
mantle of Admiral P. H. Colomb has  
been bequeathed to a worthy successor. He  
displays a firm grasp of the relation between  
British commerce and naval defence, and has  
brought his special training as a sea officer to  
bear upon several economic problems of vital  
importance. Considered as a whole, there is  
much merit in Lieut. Bellairs' paper, and his  
views, as usual, are expressed with clearness and  
in a style that should appeal to a wide circle  
of readers.

## HONGKONG JOCKEY CLUB.

MEMBERS of the HONGKONG  
JOCKEY CLUB interested in the  
obtaining of AUSTRALIAN WAGER  
GRIFFINS for the next Race Meeting are  
requested to attend a meeting convened to take  
place at the Office of the Honourable C. P.  
CHATER, TO-DAY (MONDAY), the 17th inst.,  
at 5 p.m. It is earnestly hoped that the meet-  
ing will be a representative one and that any  
who may be unable to attend and who are  
desirous of subscribing for ponies, will at once  
communicate with the undersigned, who will be  
able to give them all information, as the list  
must be closed and the number of ponies to be  
ordered decided upon at the above meeting.  
GODFREY C. C. MASTER.

T. F. HOUGH,  
Clerk of the Course (Absent).  
12, Queen's Road Central,  
Hongkong, 15th June, 1901. [1511]

## NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES  
of the PEACE will be held at the Magis-  
trate's at 2.30 P.M. on WEDNESDAY, the  
19th day of JUNE, 1901, for the purpose of  
considering the following application—

From one MORITZ FREIMANN for the  
transfer of his Publican's Licence to sell  
and retail intoxicating Liquors on the  
premises situated at Nos. 332 and 334,  
Queen's Road Central, under the sign of  
"The Land We Live In Hotel" to one  
ADOLPH FREIMANN.  
F. A. HAZELAND,  
Acting Police Magistrate.  
Hongkong, 12th June, 1901. [1483]

B. J. BARLOW,  
CONSULTING ENGINEER, SURVEYOR  
AND CONTRACTOR.

PLANS and Specifications Supplied for any  
Class of Engineering Work. Marine  
Work a Specialty. Designs prepared for  
Small Coast Steamers, Light Draught Vessels,  
Dredgers, Tug-Boats, Launches and Barges  
of any Class or for Special Requirements.  
New and Repair Work Supervised. Contractor  
for the Supply and Erection of any type of  
Machinery.  
Telegrams: "BARLOW," Hongkong.  
Telephone, No. 74.  
P. O. Box, No. 110.  
OFFICE.—3, QUEEN'S ROAD CENTRAL.  
B. J. BARLOW.  
Hongkong, 12th June, 1901. [1490]

IMPERIAL BANK OF CHINA.  
NOTICE.

WHEREAS certain Deposit Receipts  
issued by the IMPERIAL BANK OF  
CHINA, in Peking and Tientsin, are alleged by  
the holders to have been LOST, the Public  
are warned against negotiating or dealing with  
any such Deposit Receipts, as the Bank will  
recognise only the actual Depositors.  
For the IMPERIAL BANK OF CHINA,  
A. W. MATTELANI,  
Acting Chief Manager.  
Hongkong, 30th May, 1901. [1378]

CARTRIDGES.

NOBEL'S SPORTING BALLISTINE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWER IN THE WORLD.  
PRICE OF 12 NOBEL CARTRIDGES—  
Loaded with Powder only. With Powder.  
Powder only. 1 oz. of Shot.  
Primrose Cases ... \$5.65 ... \$7.40  
Pergamoid Cases ... 6.25 ... 8.00  
Ejector Brass Cases 8.90 ... 8.65  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
Wm. SCHMIDT & CO.,  
Gunmakers Hongkong. [1389]

AMERICAN MACHINERY.

WE HAVE OPENED a MACHINERY  
DEPARTMENT, and are prepared  
to furnish Prices, &c. on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NIST'S SMALL TOOLS, BUILDER'S  
HARDWARE, &c.  
Made in America (U.S.A.)  
Prices quoted f.o.b. New York, or c.i.f.  
Hongkong.  
REUTER, BROCKELMANN & CO.,  
Hongkong, 3rd December, 1900. [125 1388]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from the Indian Commissariat Depart-  
ment to Sell by Public Auction,  
on  
WEDNESDAY,  
the 19th inst., at 2.30 P.M., at Lai Chi Kok,  
A Quantity of HAY in Bales and Loose,  
more or less damaged.

Also  
TWO LARGE MATSHEDS, erected  
only a few months.  
A Steam-launch will leave Blake Pier at  
1.15 P.M. to convey intending Purchasers.  
TERMS—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 14th June, 1901. [1489]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by Public Auction,  
THE VALUABLE LEASEHOLD  
PROPERTY  
situate on Section A of Island Lot No. 25  
and the Remaining Portion of Section B of  
Island Lot No. 20 and being No. 1, Ladder  
Street and Nos. 1, 3, 5, 7, 9 and 11, Lower  
Ladder Row,  
on  
SATURDAY,  
the 22nd day of JUNE, 1901, at 2.30 O'CLOCK  
IN THE AFTERNOON IN SEVEN LOTS  
on the Premises.  
For further Particulars and Conditions of  
Sale, apply to  
Messrs. HUGHES & HOUGH,  
Auctioneers,  
or to  
Messrs. MOUNSEY & BRITTON,  
Solicitors for the Vendors.  
Hongkong, 17th June, 1901. [1457]

MACHINERY and SUPPLIES.  
Engines, Boilers, Pumps,  
Wood Working and Iron Working Machinery.  
Saw Mills and Saw Mill Supplies.  
Sugar and Rice Mill Machinery.  
Mining and Milling Machinery.  
Write for Catalogues and Prices of what you require.  
PARKE & LACY CO., 21 and 23, Fremont  
Street, San Francisco, Cal., U.S.A. [732]

## THEODORO VAFIADIS &amp; CO.

HIGH CLASS  
EGYPTIAN CIGARETTES.

## FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

## BRANCHES.

BOMBAY ..... 20, Esplanade Road. BANGKOK ..... 72, Merchant Street.  
CALCUTTA ..... 4, Dalhousie Square. LONDON ..... 19, Basinghall Street, C.E.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,  
HONGKONG.

## NOW ON SALE.

## CHRONICLE AND DIRECTORY

FOR  
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS  
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,  
PHILIPPINES, BORNEO, &c.,  
FOR  
1901.

## THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-  
lands India to Siberia, in which Europeans reside.  
Not only is the Directory as full and complete in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which  
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with  
the places, their History, Topography, &c. &c.  
The Information in these Descriptions, consisting of a hundred interesting articles, packed  
with facts concisely set out, and containing statistics of the TRADE of each Country and  
which would alone suffice to fill a large volume.

A NATURAL MINERAL WATER, BOTTLED  
AT  
FUNAGOYA SPRING,  
CHIKUGO,  
JAPAN:  
S. HASEGAWA & CO.  
GENERAL AGENTS,  
MOJI, JAPAN.  
Apply to—  
H. KUSAKABE & CO., HONGKONG. [1253]

## HATCH, MANSFIELD &amp; CO. LD.

THE LEADING HOUSE FOR GOOD VINTAGES.

CLARET. District. Vintage. Per doz. Per 2 doz.  
VINO ORDINAIRE ... 1893 15.25 ... \$9.00 \$11.00  
Superior, a soft, well-  
flavored wine.  
CHATEAU CLOS ... 1893 15.25 ...  
GRAND MEYRE ...  
A very excellent full-  
bodied wine, from the  
Bottled at the Chateau, fully  
branded.  
CHATEAU MORIN ... 1893 19.00 21.00  
A charming wine of great  
elegance. From the Monastery of the Grande  
Chartreuse.  
For Price of other Wines in Stock, apply to—  
LINSTED & DAVIS, AGENTS.

BRANDY. OTARD, DUPUY & CO. Per doz.  
FINE OLD COGNAC, 1880 ... \$29.50  
FINE OLD COGNAC, 1865 ... 65.00  
LIQUEURS. Per bot.  
ANGOSTURA BITTERS ... \$3.15  
On Assurances from Trinidad.  
APRICO BRANDY ... 3.15  
Champagne Brandy and French Apricots.  
BENEDICTINE D.O.M. ... 3.70  
From the Abbey Pecan.  
CHATELAIN, YELLOW ... 3.70  
From the Monastery of the Grande  
Chartreuse.

## NOTICES OF FIRMS

## A. S. WATSON &amp; CO., LIMITED.

DURING the Absence of Mr. A. H.  
MANCELL, the Company's Secretary,  
from the Colony, Mr. J. A. TARRANT is  
Authorised to Sign "FOR SECRETARY."  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 13th June, 1901. [1487]

## NOTICE.

THE INTEREST and RESPONSIBILITY of  
Mr. FREDERICK EDWARD  
RICHARDS in our Firm at this Port,  
Colombo, and London, CEASED by Mutual  
Consent on the 5th inst.  
DODWELL, CARILL & CO.,  
Fochow.  
Fochow, 7th June, 1901. [1483]

## NOTICE.

I HEREBY beg to give Notice that I have  
This Day HANDED OVER CHARGE  
of this Agency to Mr. J. BROWN.  
H. HICKET,  
Agent for S. BELL & Co.,  
Manila.  
Hongkong, 15th June, 1901. [1503]

## THE NEED

## OF

## MUNICIPAL FREEDOM

## IN

## HONGKONG.

## BY

## "SCRUTATOR."

With Leading Articles and Correspondence  
thereon Reprinted from the "HONGKONG  
DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.  
On Sale at Local Newsagents and H.  
RUTTONJEE'S Kowloon Store.  
Hongkong, 30th May, 1901. [1383]

## BAILEY &amp; MURPHY.

CONSULTING ENGINEERS AND  
SURVEYORS.

60 &amp; 62, Des Vaux Road.

Telephone No. 187. Telegrams "Contract."  
W. S. BAILEY, M.I. MECH. E.  
B. O. MURPHY, WH. SC. A.M.I. MECH. E.  
Hongkong, 4th January, 1901. [13]

CARBOLINEUM-AVENARIUS  
USED FOR OVER TWENTY YEARS.  
Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.  
Sole Agents for China,  
LUTGENS, EINSMANN & CO.,  
Hongkong, 31st August, 1901. [372]

SIEN TING.  
SURGEON DENTIST,  
No. 10, D'AGULAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [1832]

TENDERS are hereby called for the  
ERECTION of BRICK SHOPS at  
JESSELTON for the NORTH BORNEO  
Government, particulars of which may be  
seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th February, 1901. [508]

OREGON LUMBER.  
THE Undersigned, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.  
SIEMSEN & CO.  
Hongkong, 14th February, 1901. [5]

FROM  
PORTSMOUTH  
TO  
PEKING  
VIA  
LADYSMITH

WITH A NAVAL BRIGADE  
ILLUSTRATED WITH FOUR MAPS.  
CONTENTS.—  
From England to the Cape, and Crossing the  
Line—The Naval Brigade in South Africa  
(Boer War, 1899-1900)—Off to the Front  
(Colono)—Spion Kop—Vaal Krantz—  
Final Operations and Relief of Ladysmith  
—From the Cape to China—The Naval Brigade  
in North China with the Allied Forces—  
The Relief of Peking—Summary of  
Siege—Appendix.

On Sale at  
"DAILY PRESS" OFFICE, LOCAL BOOK-  
SELLERS, SOLDIERS' CLUB, SOLDIERS'  
and SAILORS' HOME, ROYAL  
NAVAL CANTEN.

Price \$1 per Copy Paper Covers; \$1.50 in  
Boards.  
Hongkong, 18th March, 1901. [782]

SINGING, PIANO, MANDOLINE,  
AND GUITAR

SIGNOR CATTANEO, having returned  
to the Colony, has resumed his  
TEACHING.  
(Two Lessons per \$10 per Month.)  
Application may be made by forwarding  
Funds through the ROBINSON PIANO CO.  
Hongkong, 22nd April, 1901. [1078-1]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REBERT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	PANAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 22nd inst. at Noon.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.	—	C. C. Talbot, R.N.R.	McGREGOR BROS. & GOW	On 28th inst.
LONDON	JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 29th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th July.
LONDON	ALCANTARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd July.
LIVERPOOL DIRECT.	GLAUCUS	Brit. str.	—	—	MELCHERS & CO.	On or about 15th July.
BREMEN, VIA PORTS OF CALL.	SACHSEN	Ger. str.	—	H. Shipper	MESSAGERIES MARITIMES	On 27th inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL.	NATAL	Fre. str.	—	Bous	—	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	RIJOFUN MARU	Ger. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	WUERZBURG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 26th July.
TRIESTE, &c., VIA PORTS OF CALL.	INDIA	Aus. str.	—	v. Dohren	SANDER, WIELER & CO.	On 9th Aug.
NEW YORK	GLENGARTNEY	Brit. str.	—	Ghezzi	McGREGOR BROS. & GOW	To-morrow, P.M.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	—	DOVWELL & CO. LIMITED	On or about 26th inst.
NEW YORK VIA SUEZ CANAL	INDIAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst.
NEW YORK	ARARA	Brit. str.	—	—	SHERMAN, TOMES & CO.	On 10th July.
VANCOUVER VIA SHANGHAI, &c.	L. SCHEPP	Amer. ship.	—	Williamson	—	On or about 1st Aug.
VANCOUVER VIA MOJI, &c.	EMPEROR OF INDIA	Brit. str.	—	—	SHARLOWITZ & CO.	Quick despatch.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	RIJOFUN MARU	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th July.
PORTLAND	INDRAVELLI	Brit. str.	—	H. Ono	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	PERU	Amer. str.	—	J. S. Cox	DOVWELL & CO. LIMITED	On 28th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Brit. str.	—	—	SHERMAN, TOMES & CO.	To-morrow.
SAN DIEGO, &c., VIA MOJI, &c.	INDIA	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 4th July, at Noon.
AUSTRALIAN PORTS.	ROSETTA MARU	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS.	TATIAN	Brit. str.	—	N. Tate	GIBB, LIVINGSTON & CO.	On 27th inst. at Noon.
YOKOHAMA & KOBE	MARIA VALERIE	Aus. str.	—	Berberovich	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
YOKOHAMA & KOBE	SADO MARU	Jap. str.	—	W. Thompson	BUTTERFIELD & SWIRE	On or about 14th July.
YOKOHAMA & KOBE	YAMATA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
YOKOHAMA & KOBE	KAJOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
YOKOHAMA & KOBE	NANCHANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	WUERZBURG	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 22nd inst.
YOKOHAMA & KOBE	SALAZIE	Fre. str.	—	Girard	MESSAGERIES MARITIMES	To-day, at 5 P.M.
YOKOHAMA & KOBE	WHAMPOA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 16th inst.
YOKOHAMA & KOBE	SUNDA	Brit. str.	—	E. R. Dowell	P. & O. S. N. Co.	On 21st inst.
YOKOHAMA & KOBE	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA & KOBE	MAIDZU MARU	Jap. str.	—	K. Suzuki	MIYOSU BUSSAN KAISHA	On 26th inst.
YOKOHAMA & KOBE	ANPIN MARU	Jap. str.	—	S. Atsumi	MIYOSU BUSSAN KAISHA	On 19th inst.
YOKOHAMA & KOBE	DAIJIN MARU	Jap. str.	—	T. Ogata	MIYOSU BUSSAN KAISHA	On 22nd inst.
YOKOHAMA & KOBE	PERLA	Brit. str.	—	G. T. Blandland	BUTTERFIELD & SWIRE	On 21st inst. at 5 P.M.
YOKOHAMA & KOBE	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On or about 14th July.
BOMBAY, VIA SINGAPORE & COLOMBO	—	—	—	—	—	On 21st inst. at Noon.

## SHIPPING.

**ARRIVALS.**

June 14, TAICHOW, German str., 860, V. Behr, Bangkok 10th June, Rieck and Teakwood.—BUTTERFIELD & SWIRE.

June 14, BADELBERG, German str., 1,379, A. Bechmann, Passeroun 6th June, Sugar.—BUTTERFIELD & SWIRE.

June 14, HOLLSWOOD, American bark, 1,64, E. M. Knight, Fremantle, W.A., 3rd day, Sandalwood.—ORDER.

June 15, WUERZBURG, German str., 3,246, R. Schuler, Bremen 12th March, General.—NORTH GERMAN LLOYD CO.

June 15, ICHANG, British str., 1,240, Jones, Canton 14th June, General.—BUTTERFIELD & SWIRE.

June 15, SABINE RICKMEIER, British str., 613, Nashott, Canton 14th June, General.—ARNHOLD, KARBURG & CO.

June 15, PRIANT, 3,739, French cruiser, Adam, Amoy 18th June.

June 15, DUKE OF FIFE, British str., 2,416, J. S. Cox, Moji 10th June, Coal.—DOVWELL & CO.

June 15, ANPING MARU, Japanese str., 1,058, S. Atsumi, Poochow, Amoy and Swatow 14th June, General.—MIYOSU BUSSAN KAISHA.

June 15, ALCAZAR, British steamer, 1,273, J. P. Clark, Singapore 10th June, General.—BUTTERFIELD & SWIRE.

June 15, ELBA, German str., 1,702, Schonwandt, Hongay 12th June, Coal.—JENSEN & CO.

June 15, FUSHEN, British str., 1,500, Lunt, Canton 15th June, General.—CHINESE.

June 15, NANCHANG, British str., 1,062, Finlayson, Canton 15th June, General.—BUTTERFIELD & SWIRE.

June 15, WOULD, British trapt., 4,650, E. W. Pimlett, Calcutta 3rd June.

June 15, INDIA, American str., 1,764, G. Ghezzi, Kala 2nd June and Moji 10th, General.—AUSTRIAN LLOYD.

June 15, TAIYUAN, British str., 1,459, Nelson, Australia via Manila 13th June, General.—BUTTERFIELD & SWIRE.

June 16, CHARTERHOUSE, British str., 1,276, Strickland, Penang 6th June and Singapore 9th, General.—CHINESE.

June 16, HONGKONG, French str., 862, Panier, Haiphong and Hoihow 15th June, General.—A. R. MARTY.

June 16, KASHIWA, British steamer, 1,158, R. Sanderson, Chinghai 11th June, General.—BUTTERFIELD & SWIRE.

June 16, LYKMOON, German str., 1,233, Th. Lehmann, Shanghai 13th June, General.—SIEKSEN & CO.

June 16, NATAL, French str., 1,984, Bovis, Japan 6th June; Mail and General.—MESSAGERIES MARITIMES.

June 16, RIJOFUN MARU, Jap. str., 2,970, N. Ono, Moji 11th June, Coal and General.—NIPPON YUSEN KAISHA.

June 16, SALAZIE, French str., 2,088, Girard, Marseilles 12th May and Saigon 13th June, Mail and General.—MESSAGERIES MARITIMES.

June 16, TAKSANG, British str., 977, Baker, Bangkok 9th June and Koh-i-chang 11th, Rice and General.—JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office.

15th June.

Vale of Doon, British barque, for Rajang.

Diamond, British str., for Manila.

Kalgan, British str., for Poochow.

Manduff, British str., for Shi-wai-yau.

Hillglen, British str., for Manila.

Glacius, British str., for Shanghai.

Daigi Maru, Japanese str., for Swatow.

Hanoi, French str., for Haiphong.

Tetartos, German str., for Saigon.

## DEPARTURES.

June 15, WOOSUNG, British str., for Shanghai.

June 15, ESANO, British str., for Swatow.

June 15, ICHANG, British str., for Saigon.

June 15, SHANGHAI, British str., for Shanghai.

June 15, ARNEMAN, Brit. str., for Vancouver.

June 15, HIRASANO, British str., for Shanghai.

June 15, LIGHTNING, British str., for Calcutta.

June 15, CHEANG H. KIAN, Dut. str., for Amoy.

June 15, CLARA, German str., for Hoihow.

June 15, MEADE, U.S. trapt., for Manila.

June 15, TAIYU, German str., for Chiefoo.

June 15, APENADE, Ger. str., for Haiphong.

June 15, CHOWFA, German str., for Bangkok.

June 15, OSLO, Norwegian str., for Poochow.

June 16, DAIGI MARU, Jap. str., for Swatow.

June 16, DIAMANT, British str., for Manila.

June 16, GLACIUS, British str., for Shanghai.

June 16, KALGAN, British str., for Poochow.

June 16, PROMETHEUS, British str., for Moji.

June 16, HANOI, French str., for Haiphong.

June 16, TETARTOS, German str., for Saigon.

June 16, ELBA, German str., for Canton.

## VESSELS IN DOCK.

15th June.

ABERDEEN DOCKS.—Vale of Doon, Kowloon Dock.—U.S.S. Hemmington, Burnside, Union, Iris, Juno, Zaire, Hailon, Simongang, COSMOPOLITAN DOCK.—Colonies, München, Fei Hoo.

## SHIPPING REPORT.

The German steamer *Lykmoen*, from Shanghai 13th June, had moderate N.E. winds and rainy weather throughout.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via COLOMBO. This steamer connects at COLOMBO with the *Armand Belin*, which vessel takes on her Passengers and Mails leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th June, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Girard, will be despatched for the above ports on or about the 18th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th June, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI" and "INDRAPURA," "KNIGHT COMPANY" and "PORTLAND (OR)," calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for Portland (Or.) TO MORROW, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO. Hongkong, 24th June, 1901. [128]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will leave for the above places on WEDNESDAY, the 19th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1901. [6]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI (SUNDA ..... ) About 21st June Freight or Passage.

LONDON, &c. (PARRAMATTA ..... ) Noon, 22nd June See Special Advertisement.

SHANGHAI AND (MALACCA ..... ) About 28th June Freight or Passage.

JAPAN (E. G. Andrews ..... ) June

LONDON (JAPAN ..... ) About 29th June Freight or Passage.

(C. C. Talbot, R.N.R. .... ) June

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th June, 1901. [1]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

NURNBURG (HAYRE & HAMBURG ..... ) On 25th June Freight.

SAMBIA (HAYRE, BREMEN & HAMBURG ..... ) On 12th July Freight.

WUERZBURG (HAYRE & HAMBURG ..... ) On 26th July Freight.

ACILIA (HAYRE & HAMBURG ..... ) On 9th Aug. Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAOSHIMA MARU (MOJI, KOBE and YOKOHAMA ..... ) TUESDAY, 18th June, at DAYLIGHT.

SADO MARU (KOBE and YOKOHAMA ..... ) FRIDAY, 21st June, at DAYLIGHT.

YAMATA MARU (NAGASAKI, KOBE and YOKOHAMA ..... ) FRIDAY, 21st June, at NOON.

MIKE MARU (BOMBAY, VIA SINGAPORE and COLOMBO ..... ) FRIDAY, 21st June, at NOON.

RIJOFUN MARU (VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA ..... ) MONDAY, 24th June, at 4 P.M.

HITACHI MARU (ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID ..... ) FRIDAY, 28th June, at DAYLIGHT.

ROSETTA MARU (SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ..... ) FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 15th June, 1901. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Traubridge	July 16th
GLACIUS	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 1/2 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £33.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DYNA and St. MICHAEL.

Rates of Passage to other points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DOVWELL & CO., LIMITED, General Agents.

Hongkong, 8th June, 1901. [11]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1901.

"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th July, 1901.

"EMPEROR OF CHINA".....Comdr. E. Archibald, R.N.R., WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

an make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Line, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:

"TARTAN".....4,425 Tons. Comdr. G. D. Bowles, R.N.R. About WEDNESDAY, 10th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th June, 1901. [10]



## VESSLS ON THE BERTH

### OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE	
FROM	STEAMERS		
GLASGOW and LIVERPOOL.	"ALCINOUS"	On 15th June.	
GLASGOW and LIVERPOOL.	"IXION"	On 20th June.	
GLASGOW and LIVERPOOL.	"PELEUS"	On 25th June.	
HOMWARDS.		TO SAIL	
FOR	STEAMERS		
LONDON	"MACHAON"	On 25th June.	
LONDON	"PROMETHEUS"	On 15th July.	
LIVERPOOL DIRECT	"ALCINOUS"	On 23rd July.	
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.	

S.S. "ALCINOUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN on the 17th inst.

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 21st June.
SHANGHAI	"NANCHANG"	On 22nd June.
SHANGHAI	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY	"TAIWAN"	On or about 14th July.
ISLAND COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 15th June, 1901.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, PUEBLO AND TRIESTE.

Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ABRUZZO (Ports).

THE Company's Steamship

"INDIA," will be despatched as above TO-MORROW, the 18th inst., P.M., instead of as previously advertised.

For information as to Freight, apply to

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 8th June, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY, the 19th June, at DAYLIGHT.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 6th June, 1901.

### EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 11th June, 1901.

### "GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY," Captain J. S. Stevenson, will be despatched as above the 28th June.

For Freight or Passage, apply to

**MCGREGOR BROS. & GOW,**  
Agents.

Hongkong, 30th May, 1901.

### REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE," ... 30th June.

"HUDSON," ... About 17th July.

"HEATHBURN," ...

"JUPITER," ...

"SATSUMA," ...

For Freight and further information, apply to

**DODWELL & CO., LD.,**  
Agents.

Hongkong, 24th May, 1901.

### THE 34 A II American ship

"L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to

**CARLOWITZ & CO.,**  
Agents.

Hongkong, 3rd June, 1901.

## VESSLS ON THE BERTH

### U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DOBIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

### "GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY," Captain Warner, will be despatched as above on or about the 28th June, 1901.

For Freight or Passage, apply to

**MCGREGOR BROS. & GOW,**  
Agents.

Hongkong, 18th May, 1901.

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

### THE Steamship

"PARRAMATTA," Captain R. T. Cook, R.M.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 22nd June, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

**H. A. RITCHIE,**  
Superintendent.

Hongkong, 10th June, 1901.

### THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to

**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 14th June, 1901.

### NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CLAYBURN, British str., J. Barker—Dodwell & Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migue.

Oriz—Brandao & Co.

EVING, J. Ray, American barque, Kater—Sander, WIELER & Co.

RANZA, British str., Amr.—Standard Oil Co.

SEA WITCH, American ship, Howes—Master

### CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" ... About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 16th May, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suda, will be despatched for the above ports on WEDNESDAY, the 26th June.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 19th June, 1901.

### NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA SITAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

### HONGKONG STEAMERS.

Aloinots, British str., 4,278, Palford, June 15, Butterfield & Swire	Belgian King, British str., 2,170, Chieles, June 13, Butterfield & Swire	Bombay, British str., 1,452, Broble, June 14, Bradley & Co.	Burnside, Amr. str., 1,400, Laffin, April 14, U.S. Government	Charterhouse, British str., 1,278, Strickland, June 16, Chinese	Duke of Fife, British str., 2,418, Cox, June 15, Dodwell & Co., Limited	Fausang, British str., 1,410, Mitchell, June 14, Jardine, Matheson & Co.	Fushun, British steamer, 1,500, Lunt, June 11, Chinese	Hillgren, British str., 2,501, Palford, June 14, Dodwell & Co., Ltd.	Hongkong, French str., 882, Pannier, June 16, A. R. Marty	India, Austrian str., 1,794, Gheszo, June 15, Sander, WIELER & Co.	Indravelli, British str., 3,152, Craven, June 10, Shaw, Jones & Co.	Kagoshima Maru, Jap. str., 2,731, Kowri, June 14, Nippon Yusen Kaisha	Kushing, British str., 1,188, Sanderson, June 16, Butterfield & Swire	Kyoto Maru, Jap. str., 1,639, Sakurai, June 12, Order	Loosch, German str., 1,020, Fuchs, June 12, Butterfield & Swire	Macduff, British str., 1,882, Clegg, June 12, Dodwell & Co., Limited	Manchen, German str., 4,591, Krebs, May 28, Melchers & Co.	Nanchang, Brit. str., 1,062, Finlayson, June 7, Butterfield & Swire	Natal, French steamer, 1,984, Boyis, June 16, Messageries Maritimes	Oak Branch, British str., 2,064, Schell, June 12, Dodwell & Co., Limited	Old, British steamer, 1,951, Pinkham, June 11, M. B. Kaisha	Pera, Amr. str., 3,528, Pillsbury, June 10, P. M. S. S. Co.	Progress, German str., 687, Brandt, June 13, Siemens & Co.	Sabine Rickmers, British str., 690, Natch, June 9, Arnold, Kaebler & Co.	Salazie, French str., 2,188, Girard, June 16, Messageries Maritimes	Sandakan, Ger. str., 1,374, Brandtetter, June 6, Melchers & Co.	Simongun, Dutch str., 1,818, Sandman, April 18, Chinese	Scotora, British steamer, 3,386, Hids, June 14, P. & O. S. N. Co.	Taihuon, German str., 862, Behr, June 14, Butterfield & Swire	Taisang, British str., 1,544, Bowker, June 13, Jardine, Matheson & Co.	Taiyuan, British str., 1,459, Nelson, June 15, Butterfield & Swire	Takung, British str., 977, Baker, June 10, Jardine, Matheson & Co.	Tryn, Norwegian str., 710, Dale, June 10, A. R. Marty	Tsushiko Maru, Jap. str., 1,240, Kigami, June 14, Jardine, Matheson & Co.	Wurzburg, Ger. str., 3,243, Schudder, June 15, Melchers & Co.
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### SAILING VESSELS.

Celest Burrell, British ship, 1,764, Jeffry, May 23, Order	Evie, J. Ray, Amr. barque, 958, Kator, May 24, Sander, WIELER & Co.	Holliswood, Amr. bark, 1,084, Knight, June 14, Order	M. de Villars, French bark, 1,171, Rical, May 31, E. A. Trading Co., Limited	Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master	Sussex, British bark, 1,212, Guthrie, May 17, Master	Valde de Deus, British bark, 717, Peterson, May 28, Sander, WIELER & Co.
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### HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku	Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai	Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung	Argonaut, battleship, 11,000 tons, 12 guns, 13,000 h.p., Capt. G. H. Chatter, at Chinkiang	Astron, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai	Aurora, cruiser, 5,000 tons, 12 guns, 6,500 h.p., Capt. E. H. Bayly, C.B., at Woosung	Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei	Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung	Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu	Brisk, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B. B. W. Wray, Bart., at Hankow	Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei	Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku	Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong	Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,800 h.p., Capt. P. F. Tildard, at Woosung	Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Pezet, C.M.G., at Hongkong	Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai	Fama, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., in reserve at Hongkong	Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton	Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama	Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking	Handy, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai	Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve at Hongkong	Heermann, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. B. S. D. Cumming, at Shanghai	Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong	Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai	Jaune, torpedo-boat destroyer, in reserve, at Hongkong	Kinshu, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze	Lizart, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy	Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei	Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung	Other, torpedo-boat destroyer, Lieut. Comdr. C. P. Maunel, at Weihaiwei	Phenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku	Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. A. H. Oldham, at Singapore
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Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei	Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Kinkiang	Rodpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kinkiang	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River	Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Curran, at West River	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgety, at Shanghai	Swift, gun-vessel, 758 tons, 6 guns, 870 h.p., in reserve, at Hongkong	Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong	Talbot, cruiser, 5,000 tons, Capt. F. G. Stopford, at Yokohama	Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong	Terrible, 1st class cruiser, 14,300 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei	Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. W. O. Lyne, at Labuan	Wyvern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong	Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. W. R. Watson, at Woosung	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Hantow
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Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

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Extreme Length... 371 feet.



